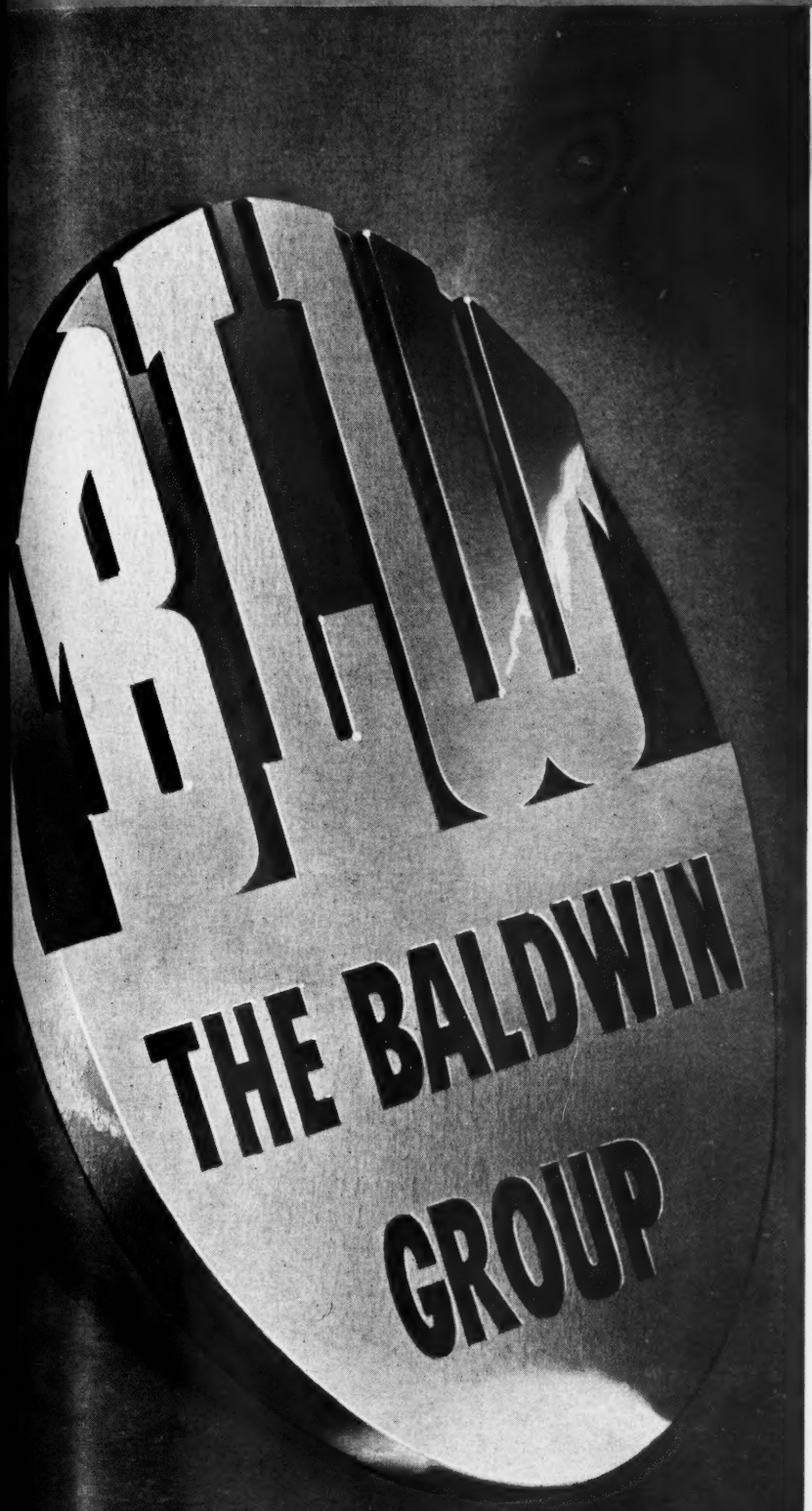
JULY 31, 1943

AUG 4 1943

Railway Age

Founded in 1856



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In This Issue

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Page

Canadian National Opens New Central Station at Montreal ***201***

Part I of an article describing in detail the terminal improvement project started by the C. N. R. in 1929 and suspended during the depression years which was recently completed on a modified basis at a 46 per cent reduction in cost.

Tank Car Repairs Heavy on C. N. J. ***208***

How the Jersey Central's freight car shop at Elizabethport is meeting the demand for extensive repairs on this type of equipment, despite a critical manpower situation.

Long-Term Freight Traffic Trend ***211***

An article by A. F. Stuebing, Development Engineer for the Carnegie-Illinois Steel Corporation, suggesting a method whereby the probable volume of freight service (ton-miles) in postwar years may be estimated.

EDITORIALS

Transportation Prospects Not Encouraging 197
Freight Cars—What Types for the Future? 198
Refrigerant for Air-Conditioned Cars 198
Morale Builder 199
Wheeler, Champion of Free Enterprise 199
Should New Sanitary Rules Be Enforced Now? 200

GENERAL ARTICLES

Canadian National Opens New Central Station at Montreal, Part I 201
728th Railway Battalion in Training at Clovis 206
Tank Car Repairs Heavy on C. N. J. 208
Long-Term Freight Traffic Trend, by A. F. Stuebing 211

RAILROADS-IN-WAR NEWS **216**
GENERAL NEWS **219**
OPERATING REVENUES AND EXPENSES **228**
FREIGHT OPERATING STATISTICS **229**

The Railway Age is indexed by the Industrial Arts Index and also by the Engineering Index Service

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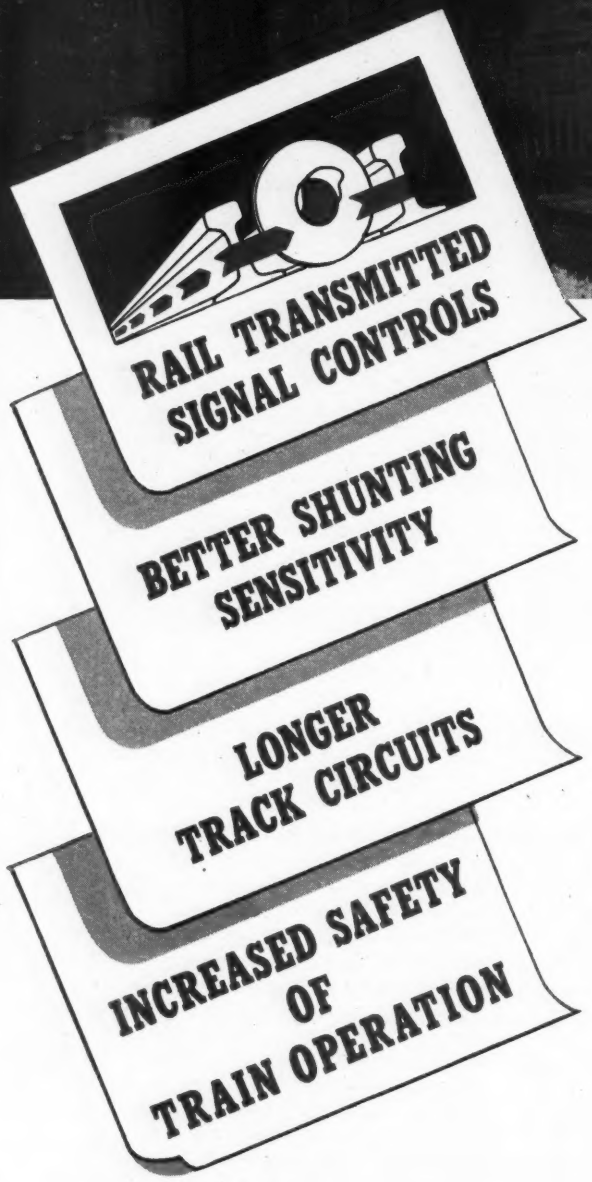
PRINTED IN U. S. A.

"UNION" CODED TRACK CIRCUIT CONTROL



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BECAUSE of its many inherent advantages, the "Union" Coded Track Circuit Control system is recognized as an outstanding advance in the art of railway signaling.

This system provides a considerable margin of improvement over the best that can be accomplished with steady-energy track circuits for comparable service. It is universal in application and has been applied with advantage to practically every form of modern signaling including single and multiple track Automatic Block and Cab Signaling systems. It has been used effectively with "Union" Centralized Traffic Control, Interlocking and Remote Control systems.

The "Union" Coded Track Circuit Control system is of particular interest to the railroads at this time because of the savings in copper and other critical materials that can be achieved in comparison with other forms of signal control.

UNION SWITCH & SIGNAL COMPANY

SWISSVALE, PA.

NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

The Week at a Glance

CAR SURPLUS DECEPTIVE: Some segments of the press have proclaimed that the railroads are "out of the woods" as far as this year's traffic demands are concerned—basing their optimism on recent statistics which show a growing car surplus. This increased surplus, as the leading editorial herein points out, is largely accounted for by *cars made idle by the mine strike*. A surplus from such a cause is pathological—and suggests future congestion rather than of freedom from it. Moreover, the editorial goes on to record, the ratio of equipment in bad order has risen slightly. The fact is that *right now* there is little or no spare transportation capacity on the railroads, and the seasonal traffic peak will not be reached for three months.

●

OPS' WAGE RISE BRIEF: The summary by the lawyers for the operating unions of their case for a wage increase of $3 per "day" is reviewed in a short article in this issue. The unions base their argument, principally, upon an allegation of "gross inequities" in their present pay. It is deemed grossly unequal treatment of operating railroad men that their wages today are not quite as much larger than those of other industrial employees as they used to be. The transportation unions' wage case appears to hinge on whether or not the principle of just compensation as laid down in Matthew XX is applied or not, as the railroads in their brief contended it should be.

●

"LITTLE STEEL FORMULA": The operating unions are not unanimous in all aspects of their opinions on the "Little Steel Formula." They agree easily enough that they don't want the formula strictly applied to them—but, if it is invoked, the "old head" organizations want it put in craft by craft, while the three junior unions want all five operating groups considered as one bunch. They all agree, however, that they do not want the formula —if it is used to limit their increases— to be applied to the non-ops and ops together. Each union, it appears, has taken that position which might be expected to maximize the permissible increase to its own membership.

●

HYPER-SANITATION: The United States Public Health Service has picked a fine time to begin insisting on revolutionary changes in sanitary arrangements on passenger-carrying equipment. With all rolling stock and skilled manpower used to the utmost intensity in trying to win the war, this bureaucracy wants the carriers now to undertake experiments aimed to develop a means of avoiding the dumping of sewage along the right-of-way. They envision a tank to carry this waste, to be unloaded into sewage disposal systems at terminals. An editorial herein reminds these zealots that, just now, there is a war on; and, just possibly, desirable but not cogent amelioration in sanitary arrangements might wait till the end of hostilities gives the carriers more men and equipment with which to perfect the proposed improvements.

●

TANK CAR REPAIR JOB: Being a terminating road for much of the tank-car oil movement to the Eastern seaboard, the Jersey Central has caught the job of doing much of the repair work which is piling up on this equipment from its intensive use. Elizabethport shop, designed to handle the routine repairs of a comparatively small railroad, has had this large overload of foreign equipment handed to it—and how it has adjusted itself to the job is the subject of an illustrated article herein. The task has been undertaken, too, with a dwindling working force—210 men last fall and only 155 in June.

●

WHEN COOL CARS GET HOT: There have been localized shortages recently of the refrigerant used to air-condition passenger cars—and expedients to meet this situation are discussed editorially herein. The simple solution—increasingly popular, it seems, on some railroads—of letting the car run hot, with all its windows closed, is not highly recommended. Getting empty drums in which the refrigerant is transported back to the manufacturer is one of the most hopeful suggestions—because the manufacturers believe they are making enough refrigerant to do the job, and that the principal cause for failure is faulty distribution. More intensive maintenance and the use, where applicable, of alternative refrigerants, are among the other suggestions advanced.

●

LIGHTER FREIGHT CARS?: An editorial suggests that weight-saving in freight car construction will probably not exceed four or five tons per car—as long as freight cars are designed exclusively for handling in heavy-tonnage trains. In order to give designers an opportunity really to show what they can do in developing cars for high-speed service with minimum non-paying load, the thought is advanced that lighter freight trains be planned for merchandise and other competitive traffic. If designers did not have to provide cars which could hold their own in the heaviest tonnage trains, a weighty handicap now laid on their ingenuity would be removed.

●

P. R. R. BONDS: Division 4 of the I. C. C. early this week authorized the Pennsylvania and a subsidiary to sell 28 million dollars of bonds to Kuhn, Loeb & Co.—without competitive bidding. The next day, the Commission suspended the authorization to July 31—presumably to give it time to weigh the request of a protesting banking house that the case be reopened to give it a hearing. The firm dissatisfied with the sale of the securities to Kuhn, Loeb & Co. is Otis & Co. of Cleveland, who are protagonists of compulsory competitive bidding in the sale of railroad securities.

FREIGHT TRAFFIC OUTLOOK: Search for satisfactory statistical bases for predicting future traffic prospects has gone on for some time without, as yet, turning up any generally-acceptable criterion. Persistence in such research is desirable, however, and one mature and thorough inquirer in this sector, A. F. Stuebing, has arrived at some calculations which, to say the least, are both interesting and hopeful. His studies are summarized in an article "Long-Term Freight Traffic Trend", elsewhere in these pages.

●

MONTREAL TERMINAL: The Canadian National's new passenger terminal at Montreal presented a double load on the ingenuity of its designers—that is, the making of the original plans and, later, the modification of these, with construction already well under way, to trim the whole project down from 50 millions to 27 millions and still produce a creditable plant. How the men who undertook this task have succeeded at it is the subject of a two-part illustrated article, the first installment of which appears in this issue.

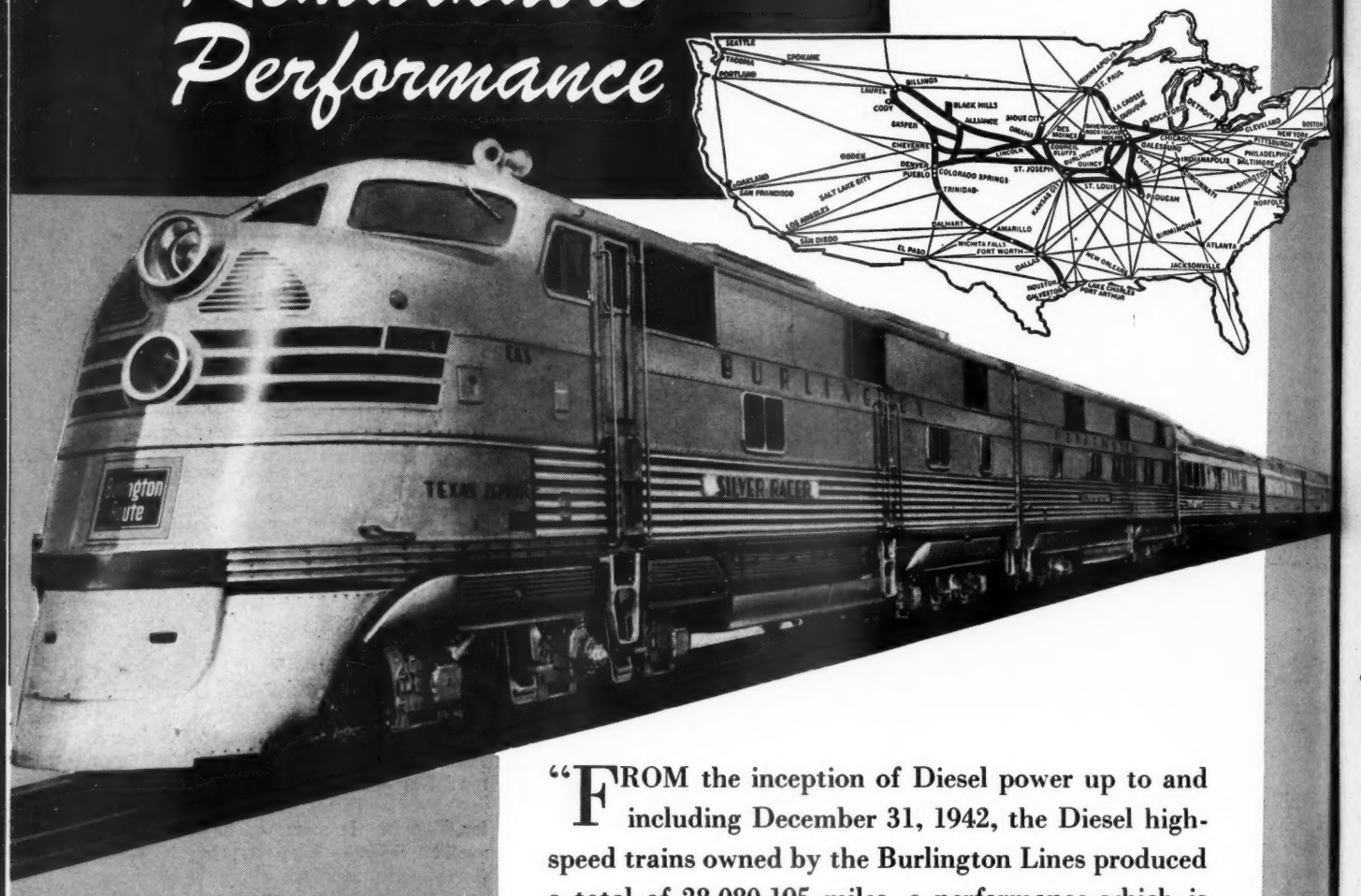
●

PAC. ELEC. WAGES: Pacific Electric trainmen (members of the B. of R. T.) were all set to walk out last week in protest at Stabilization Director Vinson's having trimmed down the 13-cents-an-hour wage increase awarded them by an emergency board to 3 cents an hour. But Alex Whitney visited the White House and the strike was called off, while a special committee of three federal judges reviews the "facts" once more for Director Vinson. It seems to be the government's policy to keep on reviewing and re-reviewing its decisions in these wage cases until, finally, a finding is reached which satisfies the unions involved. Little time is lost, however, in putting into effect a decision when objection comes only from the employer.

●

POST-WAR PLANNER: Vice-President Wallace made two speeches over last week-end purportedly to promote a post-war world of peace, plenty and good-will. He spoke feelingly of the "struggle against the enslavement of the human mind" and of the need of "education for tolerance." He made his own contribution to these lofty objectives by applying such epithets to opponents of the New Deal as "reactionaries" and "American Fascists"; and in subtly suggesting a possible connection between the Bill of Rights and starvation. He criticized monopolistic interference with trade by prohibitory tariffs and "producing scarcity", while excusing his own plowing under of pigs. He promised general economic well-being, to be achieved by his brand of political interference with the economy—while in the same breath berating the European dictatorships "that appealed to their peoples by promising to free them from economic slavery;" that is to say, by a program remarkably similar to his own.

28,000,000 MILES *of* *Remarkable Performance*



"FROM the inception of Diesel power up to and including December 31, 1942, the Diesel high-speed trains owned by the Burlington Lines produced a total of 28,080,195 miles, a performance which is outstanding because the majority of this mileage has been developed since 1937. In order to stress the remarkable performance of this equipment, let us refer to Zephyr 9901 which was placed in service in April 1935 as one of the first Twin Cities Zephyrs between Chicago and Minneapolis. In this service, it covered 415,782 miles. It was then transferred to the Texas Lines, and from September 30, 1936, to December 31, 1942, ran 1,236,394 miles, a grand total of 1,652,176 miles. In six years on the Texas Lines, this train actually ran 1,236,394 of the 1,291,324 miles assigned to it; in other words, it maintained a record of 95.75 percent availability."*

** Excerpt from a report presented by E. F. Weber, General Superintendent of Automotive Equipment, Burlington Lines, before the Oil and Gas Power Division, American Society of Mechanical Engineers at New Orleans, La., April 30, 1943.*

KEEP AMERICA STRONG
BUY MORE WAR BONDS

Burlington Route

GENERAL MOTORS LOCOMOTIVES

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS CORPORATION — LA GRANGE, ILLINOIS, U.S.A.

RAILWAY AGE

Transportation Prospects Not Encouraging

It is too early to be expressing, as some are, the optimistic view that the railways will be able to handle all the freight offered during the rest of 1943 without shortages of equipment and consequent delays. The increases in freight car surpluses reported recently are misleading the unwary.

The total car surplus averaged 34,488 in the week ended April 17, and 71,959 in the week ended June 26, the latest reported. But the division of this increase between the different types of cars is significant. There was a small decrease in surplus flat cars. The increases in surpluses of other types were: Box, 2,125; gondola, 3,660; hopper, 24,027; miscellaneous, 7,696. The increases in the surpluses of gondola and hopper cars were three-fourths of the increase in the total surplus, and were due to strikes which reduced loadings of coal from a weekly average of 177,000 cars in March to 167,000 in April, 158,000 in May, and 130,000 in June.

Traffic is still increasing. There is some evidence that it is increasing at a decelerating rate, but nothing to indicate that its peak next fall will not be higher than ever before. When coal loadings increased to over 176,000 in the week ended July 17, total carloadings rose to over 877,000, the highest figure reached this year.

And, unfortunately, there is some evidence that the railways are having difficulty in maintaining their recent unprecedented record of keeping equipment in repair. Between January 1 and June 1 there was a small increase in number of locomotives in bad order. Also, the number of freight cars in bad order increased from less than 43,000, or 2.1 per cent of the total number on January 1, to over 51,000, or 2.6 per cent of the total number, on June 1.

The increase in tons carried one mile in the first quarter of 1943 was 29.4 per cent; in April only 18 per cent; in the first third of the year, 26.3 per cent. Because average loadings per car and average distance freight moves have both increased so much during the war, ton-miles have become the only adequate measure of railway performance in handling freight; and the latest ton-mileage data available are for April. But the recent increase in carloadings unmistakably indicates a continuing increase in ton-mileage; and data regarding the condition of equipment becomes of increasing importance the longer the government persists in its policy of restricting the acquirement of new equipment.

The railways' problem of handling traffic the rest of this year would have been quite difficult enough, anyway; and it has been made more difficult by strikes which will cause a demand during the next four months for the transportation of coal that should have been mined and moved during the last four months. Every effort should be made to influence both industrial and domestic users of coal to get and store as much of it as they can before fall.

As difficult as have been the transportation problems solved by shippers, railways and the Office of Defense Transportation during the last two years, the prospects are they will have a harder struggle with those confronting them the rest of this year. Unless there are more mine strikes, the surpluses of open top cars will rapidly diminish or disappear. As to box cars, the surplus of them on June 28, 1942, was 55,000, and on June 26, 1943, only 17,500. The surplus of locomotives in serviceable condition on June 1, 1942, was 1,128, and on June 1, 1943, date of the last report, only 643—fewer than at the peak of traffic last October, and but 1½ per cent of those in existence.

The nation's reserve of transportation capacity has been almost exhausted three months before this year's peak demands of traffic will be reached.

Efficiency FOR VICTORY

Freight Cars—What Types for the Future?

With modern lightweight passenger equipment, railroads found at least a partial answer to the tough problem of recovering lost passenger business and prestige with the public in pre-war days. Undoubtedly, when peace returns, this type of equipment will be used by the railroads in a determined effort to meet the competition of airplanes, buses and, insofar as possible, the private automobile. The question now being earnestly considered by forward-looking railroad men is what changes can be made in the plebeian freight car to adapt it most successfully to meet the keen competition which other freight transportation media are sure to offer in the post-war period.

One executive who has devoted a lifetime to the study of freight car design and use says, "The doubtful question in my mind is whether the railroads will continue to be heavy-tonnage minded and be satisfied to take their chances on ton-mile costs alone, or will they be willing to make a fight to retain all classes of traffic?" This authority believes that if railroads follow the first course, there will be little change in the present type of equipment which is designed and built to withstand the severe shocks of heavy-tonnage trains and which therefore largely precludes radical changes in car construction and limits possible weight savings by the use of lighter materials to four or five tons a car, or usually less.

On the other hand, if railroads are willing to sacrifice some heavy tonnage trains and substitute more frequent, fast service with lighter trains, there will be opportunities for economy and the retention of much traffic otherwise likely to go to competing forms of transportation after the war. No question is raised regarding the economic usefulness and value of heavy tonnage trains on roads principally engaged in hauling coal and other heavy bulk materials, but the thought is advanced that maximum efforts must be made to utilize lightweight materials in the construction of cars handling this class of traffic owing to important operating economies which may be secured.

It is also felt that, by limiting the tonnage of merchandise trains handling full carloads and l.c.l. traffic, an improved type of car can be developed which will incorporate weight savings not yet realized and still meet all necessary strength requirements, including operation in conjunction with a limited number of conventional heavy cars which may be offered in interchange, providing the specified train tonnage limits are not exceeded. The lighter cars and reduced tonnage of trains would mean reduced size of locomotives, less expense for maintenance of both equipment and roadway, all of which contribute to economies, and would permit maintenance of schedules and more frequent service bound to be attractive to shippers.

Interchange is a definitely limiting factor in the design of freight cars which, by and large, the railroads did not have to meet in producing their modern streamline passenger trains. There is no question, however, that freight service also will have to be streamlined both during and after the war. Any striking departure from conventional equipment will involve difficult problems of design, braking and general operation. But the ingenuity and genius of railway car designers and operating men have solved tough problems in the past and can do it again. Serious study is apparently justified to determine the necessity of operating such heavy equipment as is now being built.

Refrigerant for Air-Conditioned Cars

Freon-12 is the only refrigerant used by railroads for air conditioning passenger cars. During the past several weeks there have been shortages in spots which have added some distress to the already harassed maintainers. There are several ways of getting around such difficulties. The simplest one is to do without the air conditioning, but in weather such as we have experienced recently, a car with all windows closed which has perhaps been preheated in the yards is scarcely suitable for transporting people. A fair degree of comfort could be attained if the amount of ventilation were increased, but this would have to be at least four times that available in most air-conditioned cars.

Methyl chloride could be substituted for Freon, but since it is a toxic gas it should not be used in systems where the evaporator is in the air stream of the space being air conditioned. The chances that enough would get into the car to do any harm are remote and its presence could be made immediately noticeable by adding an odor.

It has been suggested that the size of receivers might be reduced, and one user even proposed that the receivers be tilted so that the last drop of refrigerant might be removed. These are scarcely usable ideas, since a definite amount of refrigerant is required to make a system work, but they do serve to indicate the ends to which the railroads are going to meet the situation. In some instances it has been necessary to transfer the refrigerant from one car to another to keep the more important car in service.

There seems to be an understanding that the railroads should have enough refrigerant, "for their most justifiable uses," and this definition presumably includes air conditioned cars. The manufacturers feel they are supplying such an amount and it would appear that the major difficulty is a matter of distribution.

It is important that empty refrigerant drums be returned to the source of supply immediately. There is a definite shortage of these containers and since they are made of critical material, it is impossible for more to be manufactured at this time. According to

one man's statement, out of every 100 drums of refrigerant shipped, only 72 drums are returned to the source of supply for refilling. This indicates either neglect or hoarding.

It is probable that more intensive maintenance, including more frequent use of the Halide lamp for detecting leaks, would reduce the amount of refrigerant used by the railroads. On the other hand, it is possible that with all cars working long hours, the railroad's allowance is not adequate. Quite apparently there is faulty distribution and it might help to establish some degree of control which would fix requirements and insure proper distribution.

Morale Builder

The railroads, with a minimum amount of equipment and manpower, could not have made good under war conditions, as they have, had it not been for the cordial and intelligent co-operation that has been extended to them from many sources. Railway supply interests have not only done everything they could under the priorities limitations to meet the needs of the railroads for materials and equipment, but have given advice and assistance in the effort to conserve and extend the life of their products, which could not be replaced. Shippers have not only helped by better loading and quick handling of cars, but have taken a keen interest in assisting wherever possible. Government agencies, including the Army and Navy Departments and the O.D.T., have recognized the desperate problems with which the railroads were confronted and have worked with them on a most intelligent and co-operative basis.

One organization that has been quietly but effectively working in the background, has done an excellent task in serving all types of railroaders, but particularly the men in the operating department. The Railroad Y.M.C.A., which supplies much needed services in the way of meals, sleeping quarters and recreation for the enginemen and trainmen, has had to operate under extremely difficult conditions. Dormitories are in continuous use and food problems are particularly difficult with active men, whose needs must be met despite the difficult rationing conditions which exist in many places. Buildings which were adequate under normal conditions, are badly crowded, and in some cases it is necessary for the Y staff to arrange for accommodation for some of the men in private homes in the community.

That the value of this service is being recognized was demonstrated at a recent meeting of the leaders of the Railroad Y.M.C.A. at Cincinnati. Not only was this meeting approved of by the O.D.T., but its director, Joseph B. Eastman, made one of the principal addresses, in which he said, "I resolved my doubts in favor of attending only because I was made acquainted with the steps which had been taken to keep the attendance requiring travel within low limits, and because of my feeling that your organization is of very real importance in railroad transportation." In closing his address, which was partially reported in the news columns of the *Railway Age* of July 17, he again commended the work of the Railroad Y.M.C.A.'s, which he said, "have been, I know, an important contributing factor through what they have done to promote the physical and spiritual well-being of the men." He went on to point out that transportation has not yet reached its peak and said, "We cannot afford to let down, but must steel ourselves for still harder effort. We count on the continued and effective co-operation of your organization."

David B. Robertson, president of the Brotherhood of Locomotive Firemen and Enginemen, who made the closing address at the assembly, also paid a tribute in these words: "This organization of American Railroad Y.M.C.A.'s is to be commended for its fine part in maintaining the high morale of railroad employees, so much needed at a time of terrific war crisis."

Wheeler, Champion of Free Enterprise

Newspaper stories from Washington on July 25 telling of Senator Wheeler's bill to forbid the railroads the right to operate motor vehicles on the highways gave a peculiar interpretation to the Senator's most recent sortie against the railroads. They suggested that this proposal was an anti-monopoly measure and, hence, *a precautionary step for the preservation of free enterprise in transportation!*

It is not likely that this propaganda twist to the story was thought up by a newspaper reporter. It bears all the earmarks of Senator Wheeler himself; and would even do credit to Thurman Arnold, who, like the Senator, wants to regulate the railroads as a monopoly while persecuting them for not practicing competition.

It is a little amusing to see Senator Wheeler posing as the champion of free enterprise—he who persisted in putting in bills for government ownership of the railroads even after practically all of the labor union leaders had lost even academic interest in such a goal, except, perhaps, for purposes of intimidation.

The fact is, that a governmental prohibition against railroad operation of highway vehicles or airplanes is a monopoly device, and nothing else. Both the highways and the airways are all but closed to newcomers by the regulators' requirements of "certificates of convenience and necessary". The railways have not sought exclusive privileges in either service—which is more than can be said for some of the so-called "independent" certificate holders. For years disinterested students of transportation have, with virtual unanimity, urged that railroads, *in the public interest*, should

cease their exclusive adherence to rails; and have said that they should utilize all agencies of transportation —shifting traffic from one to the other as their comparative economy for each task might suggest.

The stories emanating from Washington about Senator Wheeler's project suggest that it is an "anti-monopoly" measure, whereas, actually, it would reduce existing competition on the highways and, perhaps also, forbid the extension of competition in the highly-monopolized field of air transportation. The Wheeler proposal is interpreted as a measure to obviate government ownership of the railroads, whereas —by denying the railroads an opportunity to share in the growing business which highway and air transportation will undoubtedly enjoy—it would foreclose to them a field of operation to which they might otherwise look to maintain their post-war earnings. Nothing is so likely to bring about government ownership of the railroads as inability to earn their keep in private ownership; and to prevent their doing so has appeared to be one of the Senator's life-long ambitions. Only the camouflage is new to him. Since he has broken with the Administration, he finds it expedient to pose as a friend of free enterprise; but it is quite clear that his basic objectives toward the railroads are no different now from what they were when the elder Senator La Follette and he ran for president and vice-president in 1924 on a platform advocating government ownership.

Should New Sanitary Rules Be Enforced Now?

The efforts that the railroads are making to carry the war-swollen burden of traffic are claiming the undivided attention and energies of all available personnel. In these efforts the roads have been seriously handicapped by their inability to make needed improvements and additions to capacity because of lack of materials and manpower.

In the face of this situation, the United States Public Health Service has issued its Sanitation Manual for Land and Air Conveyances Operating in Interstate Traffic, containing regulations which, if enforced at this time, would place an additional strain on the railroads while their total energies are required for the bigger task in hand. While some recognition of the railroads' plight by the Public Health Service is evidenced in the statement that "the application of the regulations will vary according to the circumstances incident to the current war emergency existing in each individual case, and cannot be fully specified," even this vaguely-worded gesture of concession is largely neutralized by the further statement that "in general, the facilities and procedures should, however, be in accordance with this sanitation manual." Some indication of the true intentions of the Public Health Service is given by its action in notifying a number of railroads that certain of their facilities are not in accordance with the new regulations.

If the railroads are to bring their facilities and equipment into compliance with all the provisions in the manual, extensive undertakings will be necessary that will entail the expenditure of considerable amounts of critical materials and manpower. One regulation, for instance, lays down certain requirements regarding the design and location of hydrants in coach yards. To bring them into accord with these requirements would require extensive alterations at a substantial number of the more important coach yards. Aside from the expenditure of materials and manpower that would be involved, the carrying out of such work at this time, with its disturbance of coach-yard facilities, could hardly have any other effect than to make it more difficult for the railroads to handle the record passenger business now moving.

Even more disquieting, considering both the short and long-term views, is a statement in a section on excreta disposal at terminals and yards. Here the belief is expressed that the "ultimate solution of this problem will be the discharge of all fecal wastes from the conveyance to a tank or tanks under the body of the conveyance and disposal of these wastes from such tanks to sewer system inlets in a sanitary manner." While admitting that "there are many difficulties and technical problems involved," the Public Health Service desires that the "carriers and other agencies concerned should endeavor to work for this goal by experimental installations and an engineering study of the problem." This reference to the difficult nature of the problem is stated mildly, but the more immediate concern is the apparent desire on the part of the Public Health Service that the railroads embark at once on a research and experimental program to seek its solution. The complicated mechanical problem involved is one that will engage the full time of a highly-trained staff of technicians, a staff that could be organized at this time only with the greatest difficulty because the type of personnel required is to a large extent engaged in more pressing activities essential to the winning of the war.

Furthermore, for the purpose of making the experiments, it would be necessary to remove from service at least some passenger equipment, and while the number of units involved would be relatively small, the diversion would come at a time when the roads have desperate need for every available piece of equipment. Finally, there is the matter of critical materials that would be absorbed in the undertaking, materials which, if obtainable, the railroads would like to have for more urgent uses.

The question of the essentiality and fairness of the regulations is not at issue in this discussion. The point is: Can the necessity for their immediate application possibly be so pressing as to justify that the railroads be required in their hour of crisis to divert to this problem energies so urgently needed elsewhere?

The New Central Station as Seen From Dorchester Street

Canadian National Opens New Central Station at Montreal

Terminal improvement project, started in 1929 and suspended during depression years, is completed on a modified basis at a 46 per cent reduction in cost

Part I*

A MAJOR step toward consummation of the Canadian National's plan for co-ordinating its several passenger stations and effecting other terminal improvements at Montreal, Que., was realized on July 14, when this company's new Central passenger station in that city was placed in service. Thus, the company has brought to partial completion a far-reaching scheme of improvement on which work was undertaken in 1929, suspended in 1931 because of the depression, and finally resumed in 1939 on a somewhat modified basis. Even in their revised form the improvements are of unusual magnitude, as is indicated by the fact that they have entailed an expenditure to date of approximately $27,000,000, although a measure of the extent of the modifications is given by the fact that, as originally conceived, the project was estimated to cost in the neighborhood of $50,000,000.

By far the most important aspect of the project is the new Central station into which has been consolidated the passenger services formerly rendered by two separate stations, and into which it is planned ultimately to incorporate the services of still another station. Embodying a multiple-level layout situated in the heart of the commercial and shopping center of the city, the new station facilities were designed and built with an eye to the future utilization of the area over them for air-rights development. The station itself is especially notable for the variety and scope of its appointments and the architectural treatment accorded them, particularly the interior of the expansive concourse in which a happy combination of structural features, surface finishes, and color schemes and decorations has produced a room of unusual attractiveness. Included in the new station are extensive facilities for handling mail, baggage and express.

Aside from the construction of the new passenger terminal, the project to date has entailed the building of a multiple-track elevated connection to this facility, part of which is carried on a reinforced concrete viaduct; the electrification of the tracks leading to the new terminal; the building of a new 500-car coach yard, with auxiliary facilities; and the construction of numerous grade-separation structures at street crossings on both the new connecting line and the existing lines. Among the more important items of construction is a double-track vertical-lift bridge that was built to carry the connecting line to the new station across a canal.

Background of Development

Before proceeding with a more detailed description of the new station proper and the other structural features of the improvement project, it is necessary, to the end that an adequate conception be conveyed of the manner in which these facilities fit into the broad scheme of the undertaking, to review in some detail the situation that

* Part II of this article will appear in the issue for August 7.

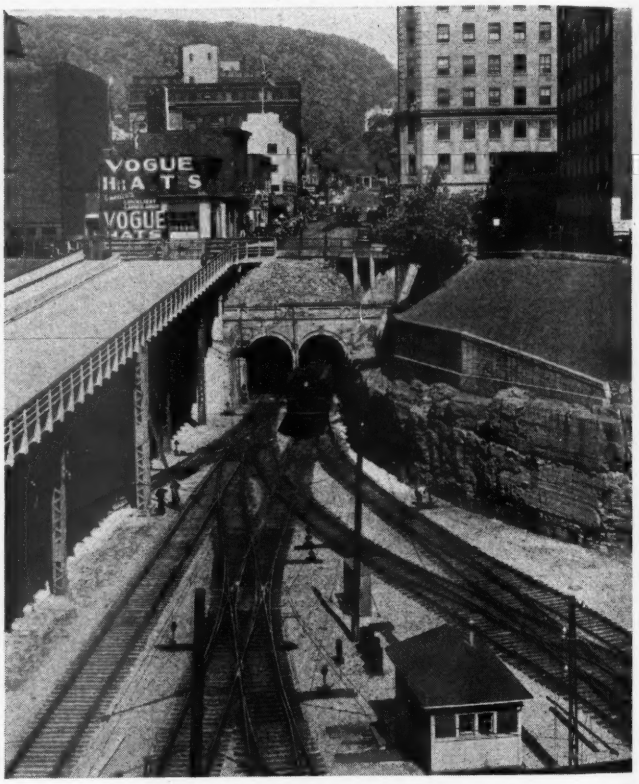
originally prevailed at Montreal and to outline the history of the improvement program from its inception. When this government-owned system was formed in 1922 through the amalgamation of a number of existing lines, it fell heir to three passenger stations at Montreal that had previously served a like number of constituent lines. These stations include the Bonaventure station, located in the southern section of the city, and serving trains from and to the west and southeast; the Tunnel station which was centrally located in the city near the south portal of the three-mile tunnel under Mount Royal and which served trains moving to and from the north and west; and the Moreau Street station in the eastern part of the city, serving trains to and from the north and east. All these stations were of the stub-end type.

Not only did the widely-scattered locations of these stations constitute a hindrance to efficient operation and co-ordination of passenger travel but the facilities that they offered were antiquated and inadequate. Moreover, these same defects applied with equal strength to the company's freight handling facilities in the city. Aside from the considerations of location and adequacy of the old facilities, another objectionable feature of the original arrangement was the fact that most of the company's lines in the city crossed intersecting streets at grade and for many years there had been considerable local agitation for a broad program of grade-crossing elimination. The line to Bonaventure station affords an outstanding example of the nature of the grade-crossing situation. Connecting with the main line at St. Henri, this line extends for almost two miles through a highly congested district where it formerly crossed many intersecting streets at grade. Still another aspect of the railroad's situation in the city was the fact that its official and clerical staffs were housed in 14 different buildings, a condition that definitely was not conducive to a high degree of efficiency and economy.

Original Plan Proposed in 1927

Hardly had amalgamation of the constituent lines of the C. N. R. been effected in 1922 before the railroad began to consider ways of correcting the unfavorable aspects of the situation at Montreal. By reason of its studies, it was able in 1927 to outline a plan combining grade separation and terminal integration when instructed by the Board of Railway Commissioners to show cause why it should not separate the grades on the lines between St. Henri and the Bonaventure station, between St. Henri and Point St. Charles, and eastward from the Moreau Street station. The keystone of this plan was the creation of a central terminal for handling all the road's passenger business into and out of the city, thereby permitting the abandonment of the three old stations. Regarding the matter of grade separation it was held that the consummation of this plan along the lines proposed by the railroad would either eliminate or so greatly reduce traffic on the lines on which elimination was sought that there would be little need for separating the grades. However, the railroad was not altogether successful in obtaining approval of this aspect of its plan. In its essential aspects, however, the plan prepared by the railroad was approved by Parliament in June, 1929, when it passed an act authorizing the construction and providing the necessary funds. Work was started immediately on several grade crossing projects, and later in the year on the excavation of the station site.

The dominant feature of the improvement plan was the construction of a central station on the site of the old Tunnel station at the south end of the Mount Royal tunnel. Aside from its central location, this site was considered advantageous because of other considerations as well. For example, the tracks at the south end of the tunnel are 20 to 50 ft. below the general level of the surrounding property, thereby establishing a situation conducive to overhead development. Moreover, although the site selected is in the central part of the city, the railroad owned property in that location totaling 600,000 sq. ft., which was considered ample to accommodate the new



Showing How the Station Tracks Fan Out at the South Portal of the Mount Royal Tunnel. Taxi Ramp to Concourse Level at the Left

station. Because of the central location of the site, it was felt that the situation was ideal for the ultimate disposal under lease of the air rights over it for the construction of hotels, theatres, stores and office buildings. In fact, as part of the improvement project, the railroad planned to build over the station site a large office building for itself in which were to be brought together most, if not all, of the office personnel that was then so widely scattered.

Connecting Line Proposed

To make the new station accessible to trains moving from and to the south over the Victoria bridge across the St. Lawrence River, it was planned to construct a multiple-track connecting line southward from the station site to the north end of the bridge. Topographically, the situation was highly favorable for such a line. In the first place the tracks at the south portal of the tunnel and those at the north end of the bridge are at practically the same elevation, thereby making it possible to establish the connecting line on a level grade. Moreover, the contour of the ground was such that the level grade was 18 to 25 ft. above the intersecting streets, thus providing sufficient headroom for underpasses without depressing

the street grades. The connecting line was to be carried on a viaduct for some distance south of the station and thence on an earth embankment.

In the original plan the connecting line mentioned above was to serve only as the means of access to the new station for trains from the south via the Victoria bridge. These trains, it will be remembered, originally operated into the Bonaventure station via Point St. Charles and St. Henri. To permit trains from and to the west, formerly using Bonaventure station, to obtain access to the new station it was planned to built a cut-off, about six miles long, west of the city, between a point on the main line from and to the west to a point on the line that enters the city by means of the Mount Royal tunnel. That is, all passenger trains from the west, formerly entering and leaving Bonaventure station, via St. Henri, would operate into the new station via the new line and the tunnel.

Passenger trains from and to the east, that is, those using the Moreau Street station, were to be given access to the new station by the construction of a line, about 10 miles long, extending around behind Mount Royal to a connection with the line through the tunnel. Of even greater importance than its function as a passenger connection, this line was to provide a much needed cut-off between the various freight yards and tracks located in the eastern part of the city and those situated in the vicinity of Turcot in the western part. There is a shorter physical connection available in the form of the Harbor Commissioner's tracks along the river front, but during the navigation season the prompt handling of cars on these tracks is difficult because of the large volume of traffic moving over them.

Work Started in 1929

Although the improvement plan as originally conceived contemplated the abandonment of all three of the old passenger stations, one of the features of the proposed project was the extensive development of the line from St. Henri to the Bonaventure station for freight purposes. A portion of the area in the vicinity of this station has already become a well-established center of the fruit and vegetable trade in the city, and the removal of the passenger facilities was expected to permit the company to expand and improve its service greatly in the handling of perishable produce.*

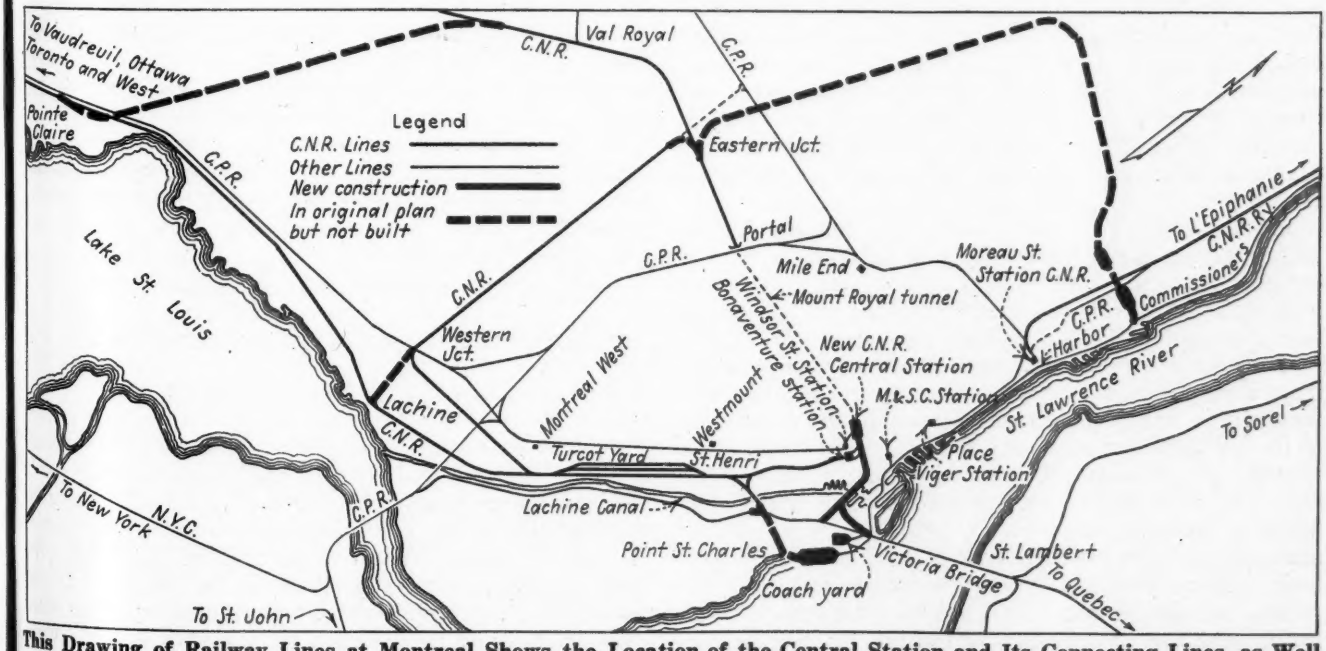
In addition to the broad essentials of the original plan, as outlined in the foregoing, there were a number of auxiliary features, that need not be detailed here. Construction work on the project got under way late in 1929. The first actual work involved the demolition of buildings along the right-of-way leading to the Bonaventure station to provide space for a new fruit terminal, and the construction of two overhead street bridges on this line. Also, the crossings at five other locations were eliminated by closing the streets. On the line between Turcot and Point St. Charles, six grade separations in the form of street underpasses were built and two streets were closed.

Excavation work on the site of the proposed central passenger station was undertaken in September 15, 1930, and a bridge was built to carry a street (Dorchester street) across the terminal site, this bridge being opened for traffic on November 15, 1931. Considerable progress was also made on the construction of the viaduct extending in a southerly direction from the station site. For a distance of about 1,900 ft. from the station this was designed as a reinforced concrete viaduct with the tracks being carried across all intersecting streets on steel bridge spans. Although it was made of sufficient width (108 ft.) to carry eight tracks, it was contemplated that, at first, there would be only six tracks on the viaduct.

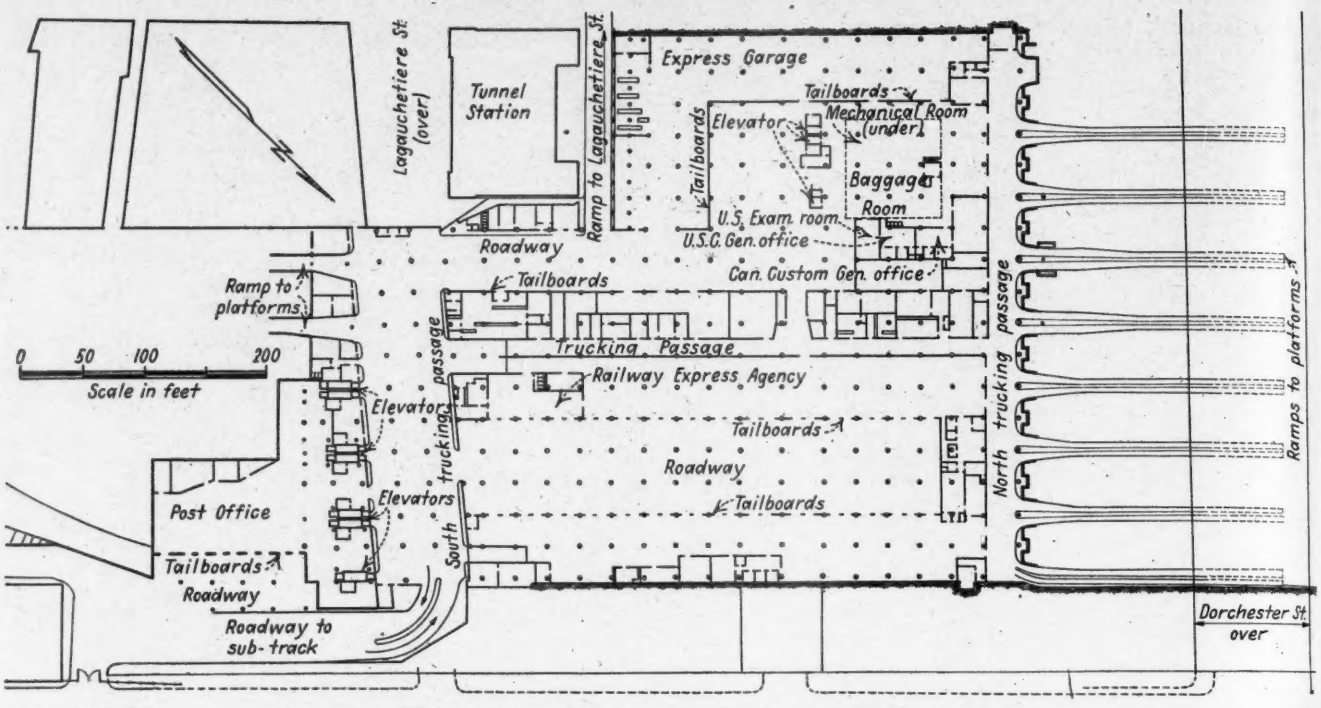
Eventually, it is contemplated that a station will be established at the northerly end of the viaduct to handle commuter passengers now using the Montreal & Southern Counties Railway, an electrified affiliate of the C. N. R. that also crosses the St. Lawrence river on the Victoria bridge. At present, this company has a separate line to the bridge, with a station located some distance southeast of the new station. To incorporate this station in the new facility would work a hardship on the patrons now using it, for most of them have places of work in its vicinity. It is for this reason that a station for these patrons is to be established on the viaduct at a point that is much closer to the old station.

Essentially the viaduct construction embodies rein-

* A description of the original Montreal Passenger Terminal Project appeared in the *Railway Age* for March 22, 1930, page 681.



This Drawing of Railway Lines at Montreal Shows the Location of the Central Station and Its Connecting Lines, as Well as Parts of the Original Plan That Were Not Built



Plan of the Mail, Baggage and Express Facilities in the Sub-Track Level

forced concrete pillars supporting a concrete-slab deck flanked by concrete parapet walls along the sides. It was the original idea that the space under the viaduct could be made available under lease to outside concerns for storage purposes and light manufacturing, and to this end the plan called for enclosing this space with concrete side walls with ample window space, and for the installation of concrete floors in the structure at the ground and second-story levels.

Project Revived in 1939

By 1931, business activity had become greatly depressed, and for this reason it was decided to suspend all work on the project on October 15 of that year. Up to that time, a total of about 4,000,000 cu. yd. of material had been removed from the station site, but a start had not yet been made on the construction work, except for the completion of the Dorchester Street bridge. However, the greater portion of the concrete viaduct had been completed, and during 1933 the space under this structure was fitted up for use as offices, and the personnel of various departments of the company, then occupying rented space in various buildings, was transferred to this space.

In the interests of the health and comfort of the occupants of the viaduct offices a complete air-conditioning system was installed. It is estimated that the use of the viaduct space for offices is netting the railroad a saving of about $170,000 per year.

After the work on the project was suspended in 1931, it remained dormant for the next eight years. In 1939, however, it was decided to proceed with the completion of the terminal but on a somewhat modified basis. The plan for a central station, located as originally planned, was retained, together with the connecting line to the Victoria bridge. However, no provision was made to build the two connecting lines originally planned to give trains from and to the east and west access to the new station via the Mount Royal tunnel. This means that trains from and to the east will continue to use the Moreau Street station in the eastern section of the city.

For trains from and to points west, which formerly used the Bonaventure station, provision was made for access to the new central station via the connecting line between the station and Victoria bridge. This was to be made possible by building a connecting line in the vicinity of Point St. Charles between the old main line and the line to the new station. Thus, trains from the west would come in on the main line as formerly except that, instead of turning off at St. Henri as before to reach Bonaventure station, they would continue on the main line to Point St. Charles, and thence over the new connecting line to the central station. Thus, under the modified plan, all trains formerly using the Bonaventure and Tunnel stations would be handled at the Central station, thereby permitting the abandonment of these two stations. Actually, however, the Bonaventure station is being continued in service for the time being for handling troop trains and certain other special movements.

Aside from the deviations from the original plan already noted, the modified plan did not envisage the construction of a company office building on the station site, although it did contemplate the provision of a substructure throughout the station area that would be capable of carrying any type of superstructure that future developments may make it desirable to build over the station area. The fact that the office building, the two cut-offs, and certain other features of the original plan were not included in the modified plan does not, of course, rule out the possibility that these features, either individually or collectively, may be added at any future time.

Aspects of the Station Site

Since the new station is accessible both from the north (via the Mount Royal tunnel), and from the south (over the new connecting line), it embodies a track layout of the through type. The area comprising the station site is roughly rectangular in shape and, in maximum outline, is bounded on the north by Cathcart street, on the south by St. Antoine street, on the east by Ste. Genevieve street, and on the west by Mansfield street. Certain parts of it, however, are not occupied by the new

station facilities, especially in the southwest corner where there are several office buildings, all occupied by the railroad, and the old Tunnel station. For the time being the old station building will not be disturbed and will be turned over to the road's maintenance forces for use for various purposes.

Since the north end of the station layout is directly at the portal of the Mount Royal tunnel, the track elevation at the portal was the determining factor in establishing that of the station tracks which, for the most part, are on a level grade. Because the tunnel tracks at the portal are about 42 ft. below the street level at that point, the tracks are considerably depressed with respect to adjacent streets throughout most of the station area. The ground profile is such, however, falling off rapidly to the south, that near the southerly end of the station site the tracks emerge above the ground level and actually pass over St. Antoine street on a bridge. This bridge, incidentally, may be said to be the link between the southerly end of the station layout and the northerly end of the concrete viaduct carrying the connecting line.

Conditions Required Depressed Layout

From the foregoing description of the topographical conditions at the station site, it can be seen that they dictated a depressed layout in which through streets would traverse the station grounds on overhead bridges. To be specific, there are two such bridges carrying east-west streets, which tri-sect the station area into approximately three equal parts. As already mentioned, Dorchester street is carried by one of these bridges, this being the most northerly of the two. The other structure, the most southerly, carries Lagauchetiere street. Another thoroughfare, Belmont street, is located between Dorchester and Lagauchetiere streets, but at the present stage of the development this street is not carried across the station site. Not only does the depressed layout lend itself to a high degree of integration with adjacent streets, but it makes available the entire station area for future overhead development.

To adapt the new station facilities to the physical conditions prevailing at the site, a three-level arrangement was chosen in which even the uppermost (concourse) level is below that of the adjacent streets. The lowest of the three levels is a sub-track area on the level of St. Antoine street, which is devoted for the most part to facilities for handling mail, baggage and express. Next is the track level, embodying 17 tracks, and uppermost is the concourse, which extends transversely over the tracks at a location between the Dorchester and Lagauchetiere Street bridges. Directly over the concourse are two floors of offices occupied by railway company personnel.

Sub-Track Level

The sub-track level, somewhat irregular in plan, has a width of about 450 ft. and underlies the station tracks for a distance of about 650 ft. There are two street approaches to this level. One of these is a roadway extending northward from St. Antoine street along the east side of the station area, while the other consists of a ramp connecting with Lagauchetiere street at a point on the west side of the property. From these roadways, street vehicles enter and leave the sub-track level through overhead doors which operate automatically by means of magnetic controls when vehicles approach them from either direction.

As already noted, the principal facilities in the sub-track level are those for handling mail, baggage and express.

While the arrangement is such that these different facilities are entirely separate and independent of each other, a system of roadways and passages common to all of them is provided to give access to ramps and elevators leading to the platforms at the track level. This system is roughly "H"-shaped in arrangement. The two vertical legs of the "H" represent transverse passageways at opposite ends of the sub-track level, from which access is had to the ramps or elevators leading to the track level, while the cross-bar of the "H" represents a north-south trucking passage connecting the two transverse corridors.

From the transverse passageway at the north end, eight trucking ramps extend upward to the passenger platforms, while at the south end, two of the six platforms are reached by ramps and the other four by elevators, the latter being necessary because the particular platforms involved are not of sufficient length to accommodate ramps. Except for two platforms that are served by one ramp only, each platform is connected with the sub-track level by a ramp at one end and either a ramp or an elevator at the other, so that the intermediate portions are free for the handling of passengers undisturbed by the passage of platform trucks. A feature of the ramps is that each of them is divided for two-way travel by a center-line fence.

Express Facilities

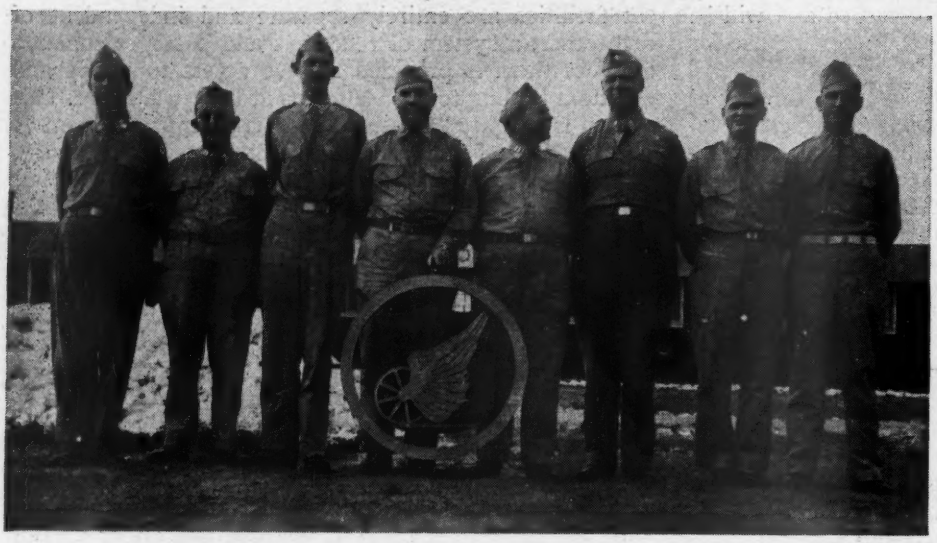
A large area in the northeasterly portion of the sub-track level is occupied by the facilities of the Canadian National Express and the Railway Express Agency. These consist largely of two parallel platforms at tailboard height which are about 450 ft. long and which are separated by a 75-ft. roadway for street trucks. This roadway connects at one end with the southerly trucking passage, which also serves as a roadway giving access to the two main entrances to this level. The express platforms extend the entire distance between the two transverse trucking passages and have doors at both ends connecting directly with these passages. At another location in the sub-track level is a garage with complete modern facilities for servicing express trucks, which has a capacity for handling and parking 90 vehicles.

Convenient Handling of Baggage

Facilities for handling baggage are provided in the northwest corner of the sub-track level. This space connects directly with the north trucking passage, and also has a connection with the north-south trucking passage. One side of the baggage room is devoted to tailboard space facing a roadway for street trucks that can be reached from both the St. Antoine and Lagauchetiere Street entrances. The baggage room is located directly below the baggage checking room in the concourse, and two elevators are provided for transferring baggage between these levels. Among the conveniences in the sub-track baggage room is an office of the United States Customs, by means of which passengers traveling to the United States can clear their baggage before boarding the train.

For the convenience of such persons, and any others who may have business in the baggage room, a passenger elevator is provided, the entrance to which on the concourse level adjoins the baggage checking room.

728th Railway Battalion in Training at Clovis



The accompanying illustrations show the 728th Railway Operating Battalion in training at Camp William C. Reid, Clovis, New Mexico —the photographs having been furnished through the courtesy of Lieutenant Colonel Carl D. Love, T. C., who commands the battalion.

The 728th Battalion was developed under sponsorship by the Louisville & Nashville Railroad, President J. B. Hill having taken a personal interest in securing for it competent officer personnel. Almost all the officers, and a substantial proportion of the enlisted men, went to the 728th on leave from the L. & N. Colonel Love was superintendent of the L. & N. at Louisville.

The railroad training the 728th is receiving is being secured through the co-operation of the Atchison, Topeka & Santa Fe—operating between Clovis, N. M., Amarillo, Tex., and Belen, N. M. The shop company in the battalion is getting its railroad training in the Santa Fe shops at Clovis.

Along with its railroad education, the battalion also receives military training—with the view to making "good soldiers as well as good railroad men," in the words of Colonel Love.

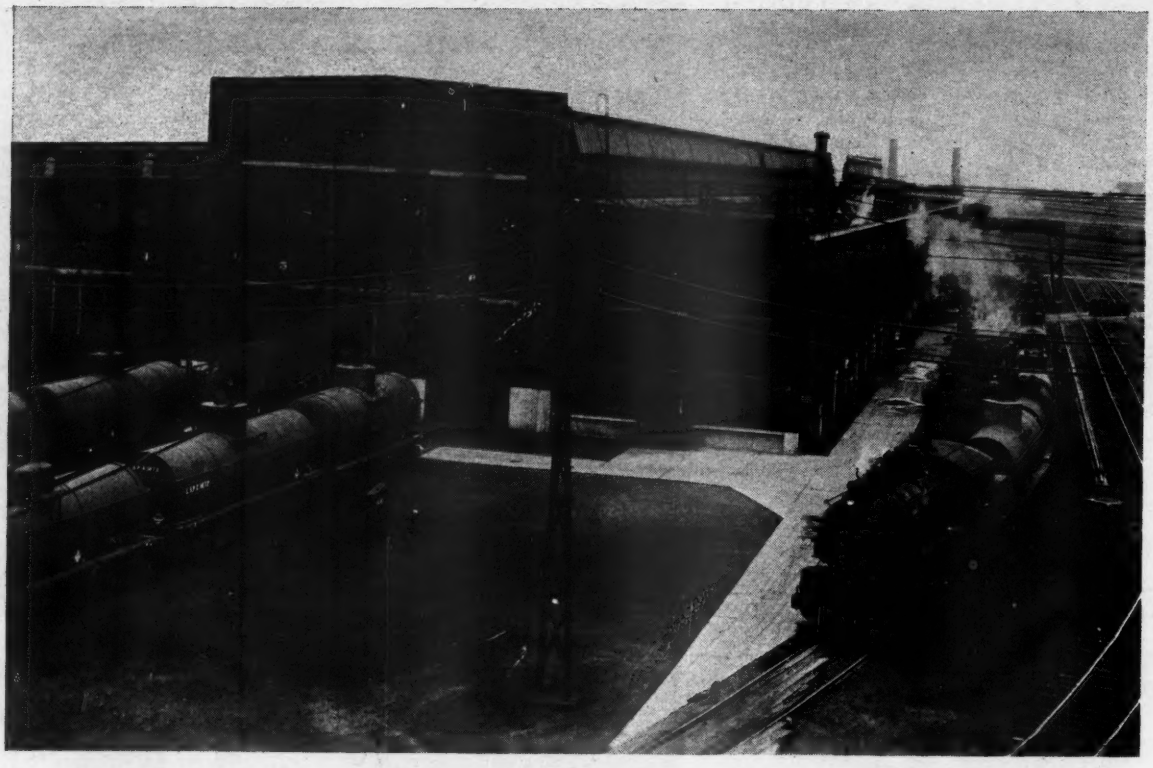
Officers shown in the group at the top of this page, reading left to right, are: Lt. Col. Carl D. Love, C. O.; Capt. Frank D. Heflin, Bn. Adj.; Capt. Robert L. Morris, Supply; Capt. C. F. Abrams; Capt. S. J. Bourgeois, D. C.; 1st Lt. Allan R. Fredine, Ch.; Mr. L. C. Hunter, Jr., W. O., Personnel; Mr. Norman Evenson, W. O., Supply.

MIDDLE: Soldiers of the 728th Getting Track Maintenance Practice on the Santa Fe

LEFT: A Soldier Signal Maintainer and a Soldier Switchman on Duty with the 728th

OPPOSITE PAGE, Extreme Right, Top to Bottom, 728th Soldiers Serving as Car Repairers, in Machine Shops, and on Locomotive Repair

AT LEFT: A Soldier Engineer. BELOW: Bulldozers Speed Track Work, a Signal Repair Man on the Job



Freight-Car Shop at Elizabethport Where Facilities are Almost Entirely Devoted to the Repair of Defective Tank-Car Equipment

Tank Car Repairs Heavy on C. N. J.

Car shop in refinery district works overtime to meet demand for repairs—Manpower situation critical—Old defects major source of trouble on tank cars

BEFORE the present heavy movement by rail of petroleum products to the Eastern seaboard began, the Elizabethethport, N. J., car shop of the Central Railroad of New Jersey was a typical car-building and repair point. During recent years extensive repairs on freight and passenger equipment had enabled the railroads to reduce its bad order ratio to a very low figure. In addition, new hopper cars and caboose cars had been built to meet demands for additional equipment. Full employment of the shop facilities had resulted in the building up of a working force of competent car repairers.

Within the past year, however, changing conditions have probably affected this point at least as much, and probably more, than any other similar shop. Normal losses in personnel because of the operation of the Selective Service Act have totaled 164 men; losses to higher paying war industries (Elizabethport is an island surrounded by a sea of war industries and ship yards) have been very heavy; and demands for repairs to tank-car equipment have required increasing attention at a time when manpower was growing less available.

The C.N.J. is a short-haul road with respect to oil movements, the average car movement being only 48 miles. However, because of its location in the center of the oil refinery and storage districts, this road places an average of 740 cars a day in the Bayway section of New Jersey. It has 19 connections with various oil companies. Practically all of the cars so placed are received for terminal handling from other railroads. Despite the efforts made by connecting roads and the repairs made by private companies at unloading racks the number of cars which are being sent into the Elizabeth shop for repairs prior to their westbound empty movement continues to be large. On a number of occasions the cars awaiting shop have exceeded 200 in a single day. The maximum number of cars which have passed through the shop in one day is 114. These cars are in addition to the very considerable number being cared for on regular rip tracks.

What Are the Defects

In discussing the situation a motive power officer stated that, "We haven't leaned over backwards to find defects; merely followed A. A. R. practices in order to keep our car failures in line with past records." A breakdown of the defects reveals that 19 per cent are on trucks, 28 per cent on wheels, 19 per cent involve safety appliances, 20 per cent are in connection with draft

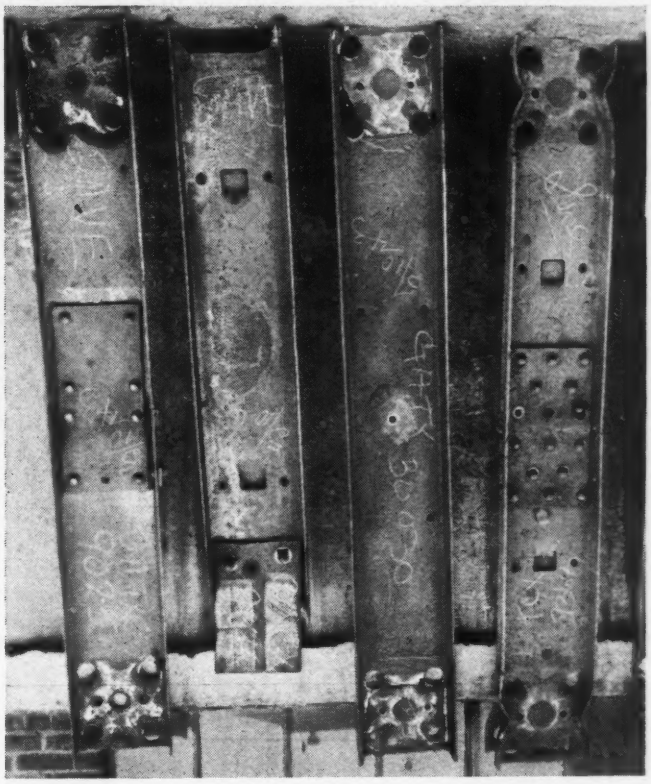
gears, 9 per cent are in the air-brake system, 3 per cent are tank defects other than leaks, and 2 per cent are of a miscellaneous nature. The correction of the defects requires an average working time in the shop of 12 hours per car. Every attempt is made to repair not only the carded defects but also all others which might result in the setting out of a car within a short time after its release. Wheel changes are averaging 700 a month and spring plank renewals 15 per day. Snubber springs are being applied on cars which are not equipped with them and the A. A. R. recommendation concerning restencilling of cars is being followed in all cases where reporting marks are not clearly legible.

Slack in draft gears exceeding safe limits for operation requires that attention be given to many of the cars received. Cracked and broken center plates are common; worn brake hangers and brake pins are so numerous that particular attention is given to these important parts of the brake rigging. In some instances it has been necessary to replace every pin on a car. Many of the defects which are being corrected are not new. It is because of this fact that attempts are being made to inspect each car thoroughly and to give it such repairs as might reasonably be expected to restore it to useful service for a considerable period of time.

Work Continues Until Cars Are Repaired

It has been necessary to establish a very flexible arrangement for the utilization of personnel in the freight-car shop. Tank cars receive priority and the number of men assigned to their repair varies from day to day. Often it is necessary to draw men from the passenger-car shop in addition to utilizing every available freight-car repairer. Shortage of manpower has made it impossible to establish two-shift operation and, for many of the men, 12 to 14 hours a day, 7 days a week, is a regular working schedule. For many months the men in the wheel shop have been working these hours to meet the demand for replacement wheels on tank cars and the normal running requirements of the railroad. Within the limits of the shop capacity and the physical endurance of the workmen, all tank cars are repaired and released on the day when they are received at the shop.

There has been a steady decline since October, 1942, when there were 210 men on the freight shop roster, until June, 1943, when the number of men available, including foremen, totaled only 155. Of these approxi-



Examples of Defective Spring Planks Removed from Tank Cars Undergoing Repairs

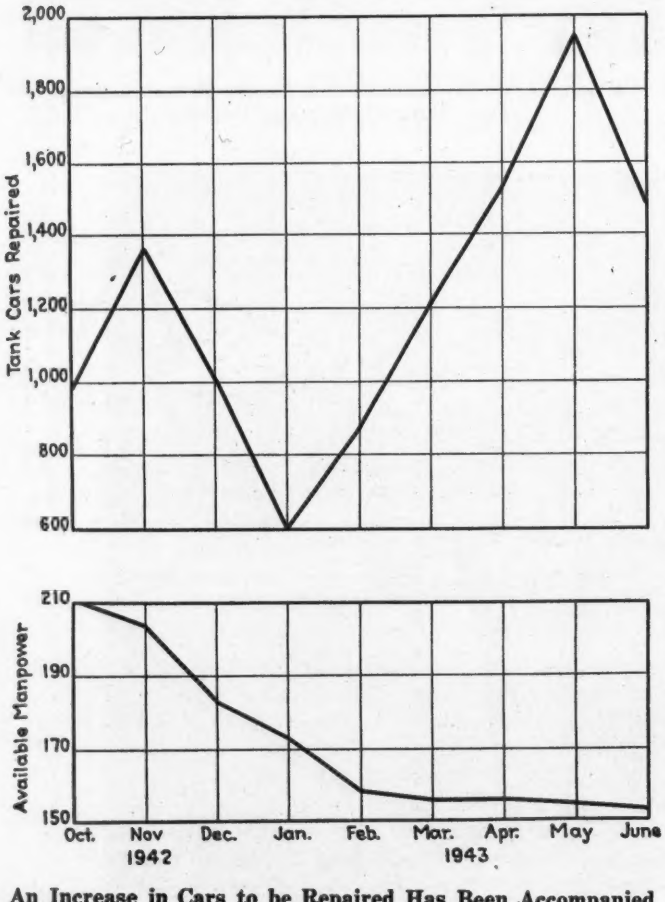
Display Rack of Defective Parts Removed Serves to Keep Men Alert in Checking Cars for Defects

mately 80 are assigned to duties which do not permit their use on the repair tracks, although their work is contributing to the repair of tank cars. These are the workmen in the blacksmith and wheel shops, the mill hands, crane operators, toolroom attendants, etc. The result has been that practically every day all freight-car repairers and helpers who report for duty are employed for their full working time on tank-car repairs. Absenteeism, from all causes, averages about 7 per cent.

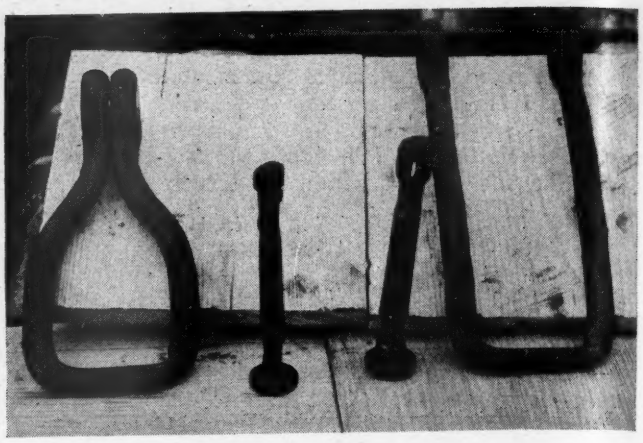
Facilities have been installed to permit the employment of women workers but the labor market is such that few can be obtained. When they can be hired they are assigned to duties which they can perform and men are released to other heavier duties.

Tank Car Light Repairs at Elizabethport Shop

	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June
1	19	55	25	0	25	31	45	71	23
2	0	50	34	11	30	47	22	53	44
3	6	20	26	0	26	42	35	79	73
4	8	34	27	40	43	28	40	78	69
5	4	0	52	31	45	24	35	87	48
6	3	49	0	26	23	28	35	91	37
7	10	53	55	20	15	38	35	114	47
8	6	54	54	17	26	19	41	95	51
9	3	65	52	11	32	30	44	70	53
10	0	44	50	0	12	47	41	93	46
11	3	38	31	34	24	41	46	40	50
12	0	55	49	30	33	30	54	32	42
13	13	49	37	29	34	44	69	60	35
14	17	42	48	32	0	47	43	68	52
15	34	30	59	13	24	40	58	78	41
16	34	46	72	18	27	48	45	41	56
17	51	48	32	0	26	47	20	73	46
18	14	35	43	13	45	39	12	93	97
19	36	76	52	4	49	38	36	87	72
20	39	80	22	12	44	33	13	52	32
21	39	78	23	20	25	36	49	53	49
22	67	56	15	21	45	45	57	45	45
23	83	81	18	20	58	56	104	59	44
24	40	51	38	19	44	39	79	73	58
25	78	66	0	45	41	41	14	57	51
26	50	0	19	21	24	39	82	41	51
27	75	40	16	29	42	48	92	22	22
28	63	24	20	26	16	48	100	47	56
29	50	0	26	23	..	35	82	25	42
30	65	38	28	20	..	52	96	28	46
31	58	...	33	23	...	45	...	29	...
Total	968	1,357	1,056	608	878	1,225	1,524	1,934	1,478



An Increase in Cars to be Repaired Has Been Accompanied by a Steady Decrease in the Number of Workmen Available



Worn Pins and Hangers are the Most Numerous of the Parts Replaced

Repairs Under Load

More than half of the cars passing through the shop at Elizabethport are being repaired under load. These cars, after unloading, are then ready for westbound movement without further attention. Doing the work in this manner has reduced, in many instances, the number of switching movements which would otherwise be required. Attempts are also being made by connecting railroads and by the C. N. J. to repair cars on their eastbound movement at points remote from the terminal area. It is realized that this causes some delay to a comparatively small number of loaded cars but the relief afforded to overworked facilities within the terminal area is expected to result in an overall saving in car time out of service.

Other Facilities Planned

A new storage yard with repair tracks is under construction nearer to the unloading racks of many of the oil companies which receive deliveries over the C. N. J. When the yard is completed, there will be 21 storage tracks having a capacity of 900 cars. Two repair tracks, each 500 ft. in length, will be equipped with modern tools and the facilities needed to handle light repairs to tank cars. Locker rooms and toilet facilities for both male and female employees are being installed. It is expected that when this yard and the repair tracks are in operation the number of cars requiring attention at the Elizabethport freight car shop will be reduced. This is by no means certain in view of the increase in the number of shop cars which has occurred in recent months and with the prospect that more cars than ever before will be diverted to the carrying of oil into the territory served by the C. N. J. Further, the labor question appears to be one which will be difficult to answer.

"There are few ways in which a man may be more innocently employed than in getting money."—Dr. Samuel Johnson.

"If thou have colleagues, respect them, and rather call them when they look not for it, than exclude them, when they have reason to look to be called."—Bacon.

Long-Term Freight Traffic Trend

Method suggested whereby the probable volume of freight service (ton-miles) in post-war years may be estimated

By A. F. Stuebing

Development Engineer, Carnegie-Illinois Steel Corporation

BECAUSE of the numerous individuals and groups now trying to forecast the probable postwar business situation, interest in trends of production, consumption, income, and related factors is probably greater than ever before. At the same time there is much skepticism concerning the validity of any conclusions derived from statistical studies, because of the commonly accepted belief that the war will create fundamental changes in our economy, and particularly that it will result in phenomenal technological improvements and unprecedented increases in production per worker.

What Determines Volume of Production?

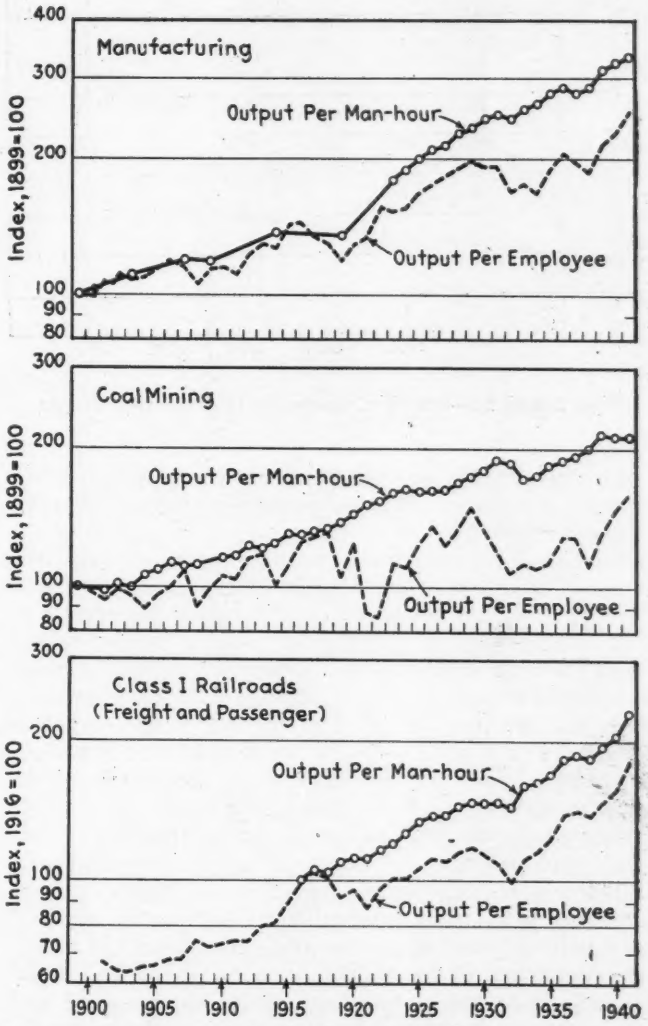
One fundamental question, therefore, to be dealt with in estimating the postwar prospects, concerns the probability of a pronounced change in production trends. This entire subject involves many problems to which satisfactory answers cannot be given on the basis of our present knowledge, but much of the uninformed opinion on this topic can be cleared up by keeping in mind a few fundamental facts. The total national production, and real income, depend on the number of workers and productivity per worker. The trend of the total number of employable persons in the population is not likely to be changed substantially by the war. Productivity of workers in manufacture and in transportation has increased consistently as shown by many reports. The trend in agriculture is similar, although more difficult to evaluate. The increases in production of war materials and equipment, of which we are now hearing so

TABLE I—INDEXES OF PRODUCTION AND TRAFFIC

	A.A.R. Indexes		I.C.C. Data		N. Y. Federal Reserve Bank
	Distribution (Potential Traffic)	Rail Shipments (Actual Traffic)	Index of Production of Commodities	Ratio of Actual Ry. Tons to Potential Ry. Tons	Index of Production and Trade (100=estimated long term trend)
1923					107
1924					102
1925					107
1926					110
1927					107
1928	100	100	100.0	100.0	109
1929	105	104	104.7	98.3	112
1930	90	89	89.7	97.4	95
1931	72	69	71.3	94.1	83
1932	54	50	56.3	87.2	67
1933	63	55	60.7	87.2	70
1934	66	59	65.6	88.2	73
1935	71	62	70.4	85.8	77
1936	85	74	86.5	85.3	88
1937	92	79	93.0	84.9	91
1938	71	60	79.1	77.7	77
1939	85	70	90.9	78.4	87
1940			100.6	79.1	94
1941			114.7	84.5	110

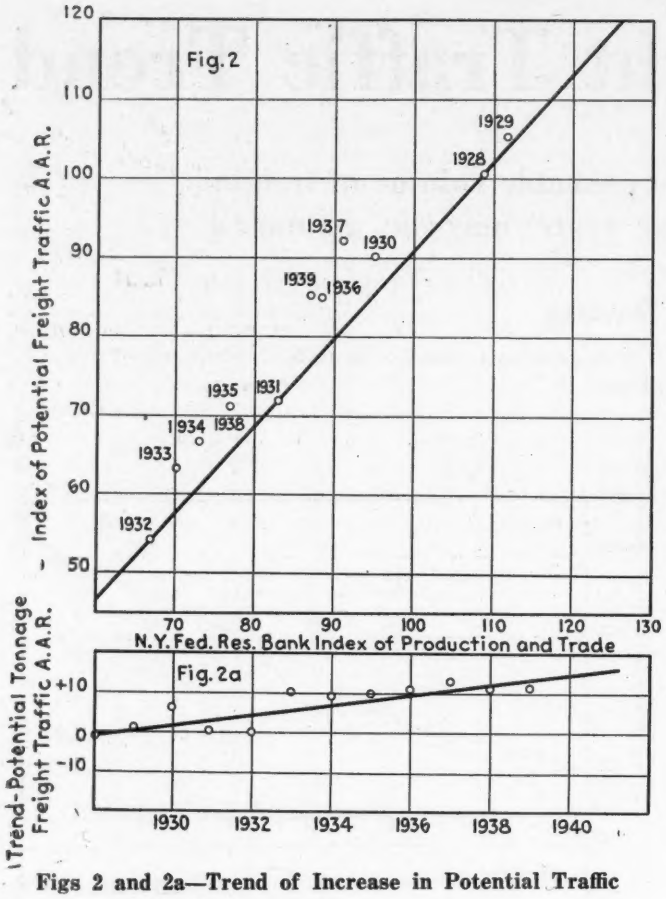
TABLE II—REVENUE TON-MILES, CLASS I RAILROADS

	Total U. S. A. Millions	Eastern District Millions	Southern District Millions	Western District Millions
1923	412,727	193,987	81,705	137,034
1924	388,415	170,039	82,350	136,025
1925	413,814	179,483	91,934	142,396
1926	443,746	193,717	101,426	148,602
1927	428,736	183,739	96,338	148,659
1928	432,915	183,517	91,957	157,439
1929	447,321	192,331	94,252	160,738
1930	383,449	160,532	83,787	139,129
1931	309,224	128,655	69,525	111,043
1932	233,977	98,577	54,476	80,922
1933	249,223	104,561	58,934	85,727
1934	268,710	112,261	62,366	94,082
1935	282,036	116,628	65,151	100.256
1936	339,245	138,202	78,313	122,729
1937	360,620	145,617	81,845	133,165
1938	290,084	111,033	68,341	110,709
1939	333,438	133,910	77,660	121,867
1940	373,253	150,774	87,883	134,594
1941	475,072	191,749	105,913	177,408



From "Post-War Manpower & Its Capacity to Produce," by S. M. Livingston, Survey of Current Business, April, 1943

Fig. 1—Output per Employee and per Man-Hour for Selected Industries



Figs 2 and 2a—Trend of Increase in Potential Traffic

much, result almost entirely from the application of modern techniques of mass production previously used in civilian industry.

The trends of output per man-hour and per employee in manufacturing, coal mining and Class I railroads from 1899 to 1941, are shown in Fig. 1. It is interesting to note that although production records made during World War I were considered phenomenal at the time, no marked change is shown in the trend of productivity. It is evident that the productivity per wage earner is influenced substantially by the hours of work. Inasmuch as the population and productivity per wage-earner-hour show reasonably consistent trends, the major factors governing producion and real income are the number of persons employed and the hours of work. Consequently, if there is no substantial change in the hours of work after the war, it is reasonable to expect the national production to conform to the long-term trend. If a normal proportion of the population is employed, this country will have normal production and income, and also normal railroad traffic.

Return to Pre-War "Status Quo" Not Expected

The foregoing comments should not be interpreted as an opinion that when hostilities cease all the major industries will return to the status existing before the war. It is reasonable to expect instead that the pre-war trend will be resumed. In the special fields where important changes are impending, investigation of the industry involved will probably provide sufficient information to permit the effect of the changes to be evaluated, at least so far as they will affect railroad traffic.

If the assumption that the long-term trend is likely to continue substantially unchanged is accepted as a basis for a first approximation of probable future railroad traffic, there still remains the problem of determing the normal value. The problem is made difficult, first by the great variations from 447 billion revenue ton-miles in 1929 to 234 billions in 1932 and 638 billions in 1942; also by the increasing proportion of freight traffic that has moved in the later years by other means of transport. In spite of the extreme variations that have occurred recently, annual statistics can be made to yield much helpful information if the conditions of industry and trade during the years in question can be expressed as a percentage of normal. For this purpose several indexes are available which express business conditions on the basis of the percentage of normal activity, after correcting for long-term trends. In this particular study the Index of Production and Trade issued by the Federal Reserve Bank of New York has been used, because it seems to be carefully prepared and well balanced and generally occupies a median position among indexes expressing production and trade as a percent of normal. The index is made up of 76 component series of which 54 deal with production, 8 with primary distribution, 6 with distribution to consumer, and 8 with miscellaneous services.

What Ratio of Tonnage Will Move by Rail?

Information on the proportion of total freight traffic moved by rail is available from two studies, first, the report entitled "Railway Freight Traffic Trends, Potential and Actual," published by the Association of American Railroads, Bureau of Railway Economics, and second, a statement of the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission entitled "Fluctuations in Railway Freight Traffic Compared with Production," statement 4257, August, 1942. Plotting the index of potential freight traffic tonnage* as estimated by the Association of American Railroads against the New York Federal Reserve Bank Index of Production and Trade, as shown in Fig. 2, the tonnages for 1928 to 1932, inclusive, are at the lower limit of the range for the corresponding Index of Production and Trade, and the later years tend to be successively higher, although there are irregularities such as are generally found in such economic statistics. By plotting the deviation of potential traffic from the line drawn through the points for 1928 and 1932, and drawing an average straight line representing the deviation, Fig. 2a, the indicated trend is found to be approximately 1.2 per cent annual arithmetic increase, or about 14 per cent from

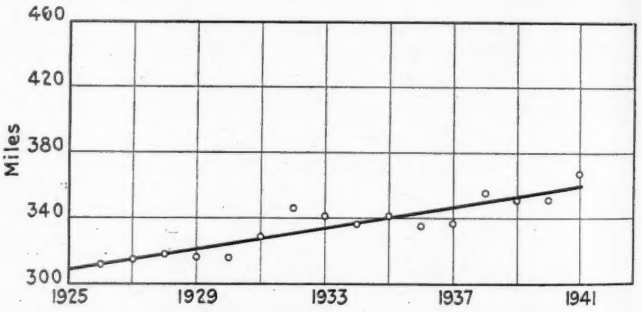


Fig. 3—Average Haul, Freight Traffic, Class I Railroads as a System

* The index of potential freight traffic is indicative of the aggregate volume of commodities handled by all agencies of transport. Detailed data are available in the A. A. R. report.

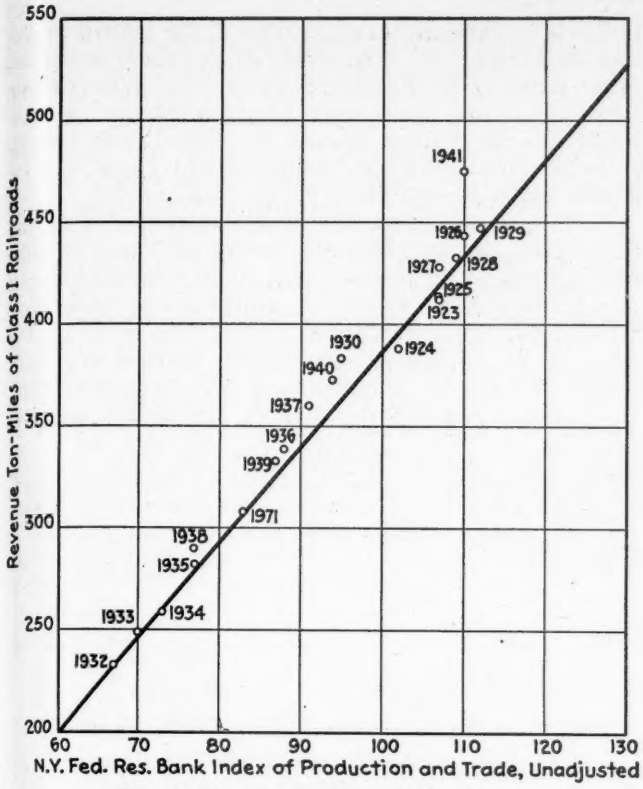


Fig. 4—Trend of Railroad Ton-Miles

1928 to 1939. This indicates that for any given rate of activity in production and trade, the normal available freight traffic tonnage would have been 14 per cent greater in 1939 than in 1928. During this same period, the population of the continental United States increased 9.2 per cent.

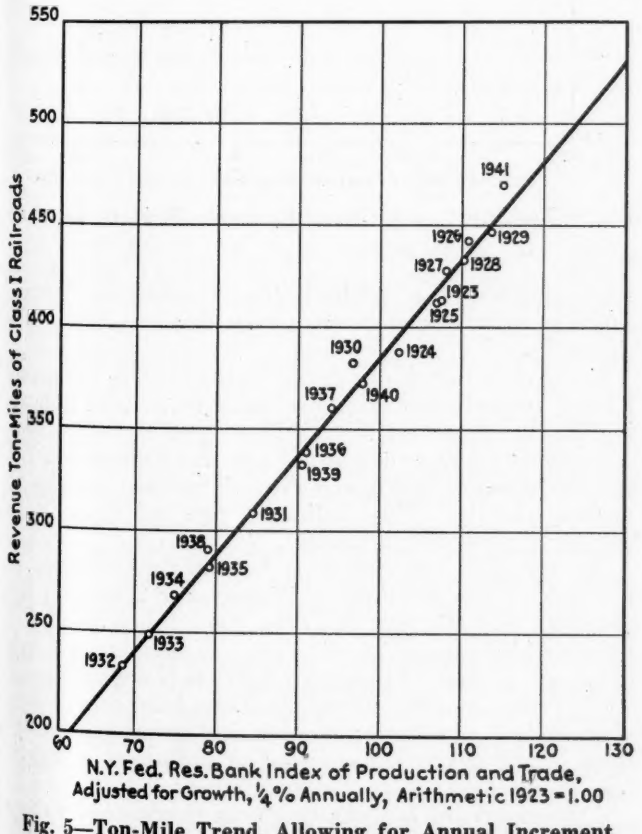


Fig. 5—Ton-Mile Trend, Allowing for Annual Increment in Production Index

The proportion of the potential tonnage shipped by rail has decreased about 18 per cent, according to the Association of American Railroads. The *normal* net tonnage shipped by rail in 1939 would, therefore, be 82 per cent multiplied by 114 per cent or 93.5 per cent of the *normal* tonnage in 1928 (based on production and trade corresponding to 100 on the New York Federal Reserve Bank Index for both years).

Upward Trend of Average Haul

Plotting the average haul of freight traffic on the Class I railroads as a system, as shown in Fig. 3, a definite upward trend is shown, indicating that the average distance freight was shipped by rail, based on the long-term trend, increased from 317 miles in 1928 to 351 miles in 1939, or 10.7 per cent. Therefore, normal ton-mileage would be 0.935 multiplied by 1.107 equals 103.5 per cent of 1928. Thus, on the basis of the Association of American Railroad studies, the normal ton-mileage shows an estimated increase of 3½ per cent in eleven years.

A similar study, based on the Interstate Commerce Commission report of Fluctuations in Railway Freight

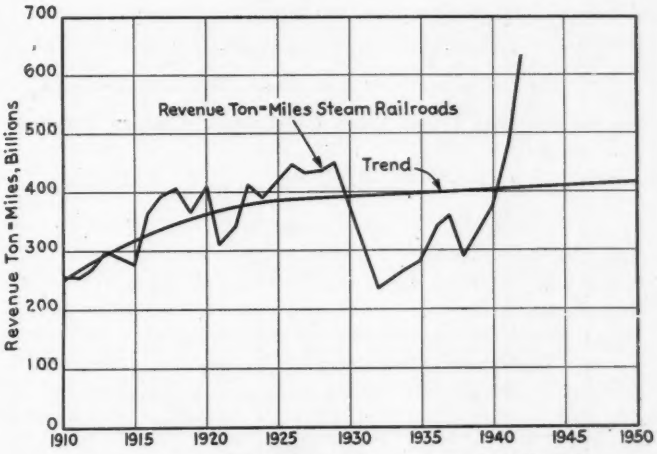


Fig. 6—Revenue Freight Traffic, Class I Railroads, and Indicated Trend of Normal Traffic

Traffic Compared with Production, indicates that for a given value of the New York Federal Reserve Bank Index of Production and Trade, production as measured by the I. C. C. study increased about 14 per cent from 1928 to 1939. During the same period the ratio of actual railway tons to potential railway tons, as estimated in this report, decreased from 1.000 to 0.784, based on production and tonnage for Class I railroads only. Therefore, at any given value of the index, railway tonnage in 1939 should normally be 1.14 multiplied by 0.784, equals 0.894 times the tonnage in 1928. Combining this with ratio of average haul, the ratio of normal ton-miles in 1939 to normal ton-miles in 1928 equals 0.894 multiplied by 1.107 equals 0.99, indicating a decrease of one per cent in eleven years.

As another method of estimating the long-term trend, the revenue ton-miles of Class I railroads for the years 1923 to 1941, inclusive, have been plotted against the New York Federal Reserve Bank Index of Production and Trade as shown in Fig. 4. On this chart all the years from 1936 to 1941 are noticeably higher than the trend for the years from 1923 to 1932, inclusive. By adjusting the Index of Production and Trade for growth at an arithmetic rate of ¼ per cent annually, better correlation was obtained over the entire range, with

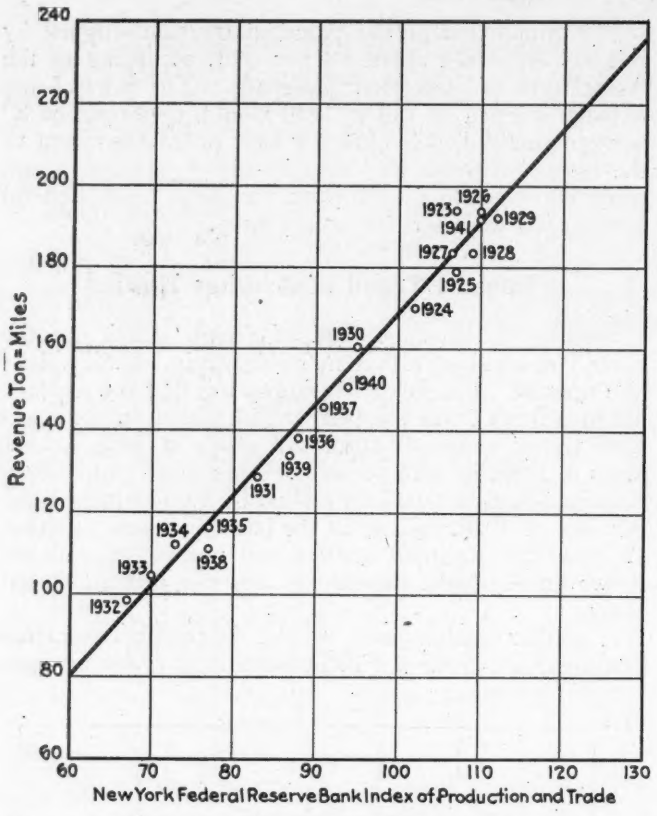


Fig. 7—Ton-Mile Trend, Class I Railroads, Eastern Territory

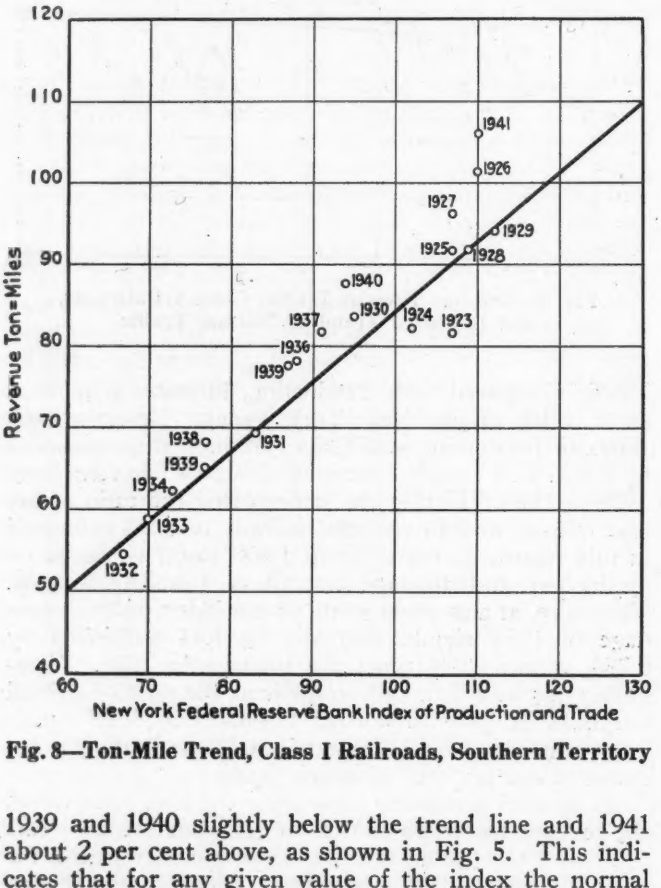


Fig. 8—Ton-Mile Trend, Class I Railroads, Southern Territory

1939 and 1940 slightly below the trend line and 1941 about 2 per cent above, as shown in Fig. 5. This indicates that for any given value of the index the normal revenue ton-miles of Class I railroads increased about 3 per cent from 1928 to 1939, which checks well with the data from the report of the Association of American Railroads. The trend of normal revenue ton-miles of Class I roads, based on Fig. 5, is shown in Fig. 6.

The rates of growth or decline in freight traffic are probably not uniform in all sections of the United States, and an attempt has been made to get some indication of the trends in the Eastern, Southern, and Western Districts by plotting the revenue ton-miles of Class I Railroads in each district against the New York Federal Reserve Bank Index of Production and Trade, the resultant charts being shown in Figs. 7, 8 and 9.

From a statistical standpoint this procedure is subject to criticism, because the index figures are based on business activity in the country as a whole, and fluctuations in rates of production and trade may not be uniform in all sections. However, since indexes of activity are not available for these three geographical districts, and since the general pattern of economic activity is usually similar in all sections of the country, the charts are presented, because they probably have considerable significance in spite of the inconsistency that has been mentioned.

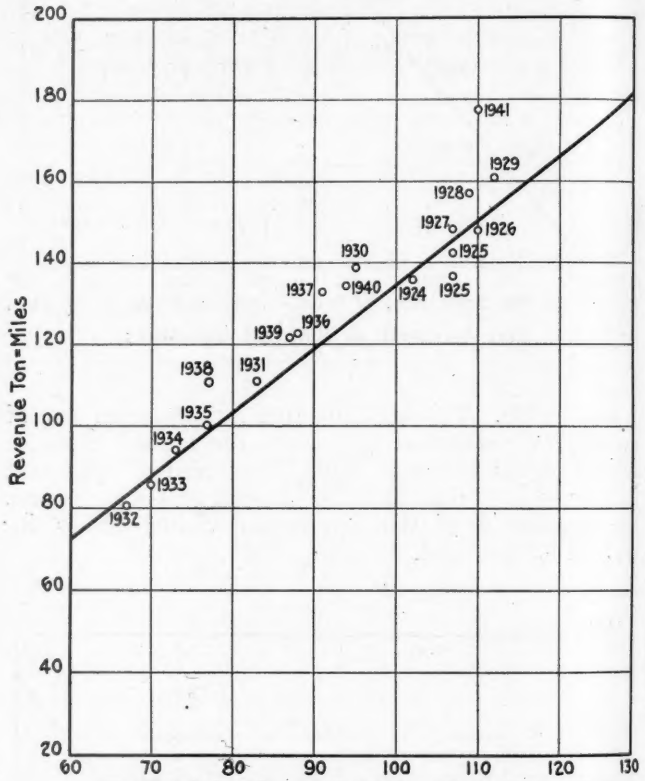


Fig. 9—Ton-Mile Trend, Class I Railroads, Western Territory

In the chart for the Eastern District, Fig. 7, the points for the recent years lie below the average line, indicating that in the period from 1923 to 1940 there has been a tendency for revenue ton-miles in the Eastern District corresponding to any given rate of business activity to decline slightly. The indicated rate of decrease is roughly 0.2 per cent annually.

As compared with the chart for the United States as a whole, or for the Eastern District, the charts for the Southern and Western Districts, Figs. 8 and 9, show a more decided upward trend. The indicated average rate of growth in each of these two districts is approximately 0.4 per cent annually. The indications from these charts seem logical, considering the relative status of development of the districts, movement of industries, competition of other means of transport, etc.

This method of analysis by charts is adapted to show what may be expected if the sum of all the factors that

influence railroad freight traffic result in a continuation of the trends of the past. As stated heretofore, the assumption that basic tendencies will continue seems permissible. The major factors affecting the total volume are productivity of workers and the number of people employed. Whether the share of this total traffic received by the railroads will increase or decrease will be affected by relative wage scales and other elements of cost on the railroads and in competitive industries, by the utilization of facilities provided during the war, especially pipe lines and ships, and by policies of government aid to various transport agencies. To evaluate these factors for the nation as a whole would be a huge task, but if a single railroad is to be analyzed, the details come down to proportions that are more easily manageable. A combination of analysis by graphic methods and by detailed study of conditions affecting the local sources of traffic should provide basic data of much value to the railroads in determining what policies to pursue in planning for the future.

Op Unions' Wage Brief

THE operating unions filed their brief with the Stacy-Sharfman-Swacker emergency board, supporting their demand for a $3-per-"day" wage increase, on the same date last week that the carrier brief was entered—but a copy of the unions' submission was not available for publication when last week's *Railway Age,* in which the content of the carriers' brief was reported, went to press. The union brief has since been supplied by courtesy of counsel. In substance, it bases the demand for a wage increase principally upon the allegation that the differential of railroad operating employees' wages over those paid in other industry has diminished or disappeared, and that proper respect for custom in the industry requires the restoration of this time-honored ratio.

The history of wage adjustments in World War I and immediately thereafter, and also the decision of the "Morse Board" in 1941 [the award of which, incidentally, the unions refused to accept], is reviewed as evidence of the weight which previous wage tribunals have given to wage comparisons with other industries.

It is contended that no acceptable figures on hourly earnings of mileage-paid operating employees is obtainable and that, if they were, they would be "irrelevant." The implication is, apparently, railroad operating employees having earned in 1936 *a* per cent more money per week or month than employees of other industries, that wages of these railroad employees should still be kept *a* per cent ahead of those of other industry; minute scrutiny of hourly earnings being unnecessary to such a solution.

The unions' brief urges the board to consider the increase in away-from-home expenses of transportation employees; the increase in the railroads' ton-mile output per employee, which is ascribed, in part at least, to greater "productivity" by employees; and greater hazards on the railroads than in manufacturing. A recent increase in the railroad casualty rate is noted, the comparison being made with 1936.

The unions express perturbation lest inadequate wages prevent the carriers from acquiring all the help they need to handle the present and prospective traffic load. If the post-war traffic outlook is as dark as the carriers contend it is, then, say the unions, new railroad employees have no better future prospects with the railroads than in other war industries—and the railroads will have to compete in standards of wages and working conditions with the war industries in order to secure adequate staffs.

Great stress is laid upon present railroad earnings as proving the carriers' ability to pay, although doubt is expressed that earnings are relevant to a wage dispute—in the case of the short lines the unions deny that financial inability of the employer is any defense against a wage increase.

As for the "Little Steel Formula," the transportation unions don't think very highly of its limitation on wages, since, they contend, cost of living has risen in larger ratio than the formula permits wages to rise. Moreover, they insist, the Stabilization Act of October 2, 1942, called for "stabilizing" wages, not "freezing" them. Some unions, it is argued, by "strikes and pressure tactics," got increases far higher than 15 per cent before "the lid was clamped down," and it isn't fair to deny to unions which followed orderly methods increases sufficient to restore their differentials with the unions which followed less public-spirited tactics. The transportation unions conclude that they are entitled to increases outside and beyond the "Little Steel Formula" in order to correct "gross inequities" in their present pay. The unions ignore the teaching with respect to comparative wages as set forth in the 20th chapter of the Gospel according to St. Matthew, which doctrine the carriers cited with approval in their brief.

In applying the "Little Steel Formula" to the operating employees—if it is to be applied—these unions do not want to be grouped with the non-operating employees. The B. of L. E. wishes to be considered all by itself and to have engineers' pay increased by the percentage permitted under this formula, without averaging in the increase received by other classes of employees. The O. R. C.'s position is about the same, while the other three unions, parties to the proceeding, want all five organizations grouped in any computations which may be made in applying "Little Steel" calculations to the carriers.

The brief was signed by the chief executive officers of the five transportation unions and by the law firm of Goldwater & Flynn—represented by Edward J. Flynn, Joseph E. O'Grady, and James L. Goldwater.

"Democracy", Too, Can Be Despotic

Speaking of "democracy's fight against fascism", one thing is certain, that is, the need for a definition of the two fighting words, and especially of "democracy" . . . It is important to define it for there is abundant evidence that the word does not mean the same thing to all those who are using it. Not only is this the case but it is evident that the difference in the "meaning" is of the greatest importance for it goes to the first principle on which our entire political order is based, and, indeed, to the first principle of all free government, everywhere and always. That principle is the distinction between free government and government that is not free, namely, whether the civil power is or is not limited with respect to the citizen. . . .

The whole thing turns on the question—Government, *trustee or master?* A government can be "democratic" in form and yet be as tyrannous in fact as a dictator or a king; there have been such and there can be such again. Obviously that kind of "democracy" is not what we think we are fighting for. . . .

—Thomas F. Woodlock in the Wall Street Journal

Railroads-in-War News

Wage Increase in Britain $1 a Week

Total advances in pay since 1939 now are about $4 per week

Agreement has been reached between Britain's Railway Executive Committee and the National Union of Railwaymen, the Associated Society of Locomotive Engineers & Firemen, and the Railway Clerks' Association regarding the unions' claim for an increase of 10 shillings (about $2) per week in wages for all adults and juniors, both male and female, according to a recent issue of the Railway Gazette (London).

The claim was presented jointly to the Executive Committee by the unions on March 5 last. The settlement arrived at concedes an increase of 4 shillings 6 pence (about $1) a week for all adult employees, with appropriate increases for juniors. The decision was based on the fact that since March, 1942, in the case of those represented by the A. S. L. E. & F., and since June, 1942, in the case of the other unions, war advances in wages was 16 shillings. The further increase of 4 shillings 6 pence, therefore, makes the total war advance thus far 20 shillings 6 pence (i.e., about $4) per week.

The Railway Executive Committee, composed of the general managers of the four main-line railways and the chairman of the London Passenger Transport Board, had previously offered the unions an increase of 3 shillings 6 pence. This was turned down and negotiations were temporarily adjourned. They were resumed on June 18, however, at which time the above agreement was reached. The previous advance of 16 shillings was arrived at in four stages, namely, on January, 1940, June, 1940, January, 1941, and March/June, 1942. The January, 1941, and June, 1942, awards were the result of decisions handed down by the Railway Staff National Tribunal, while the others were the result of direct negotiation between the unions and the Railway Executive Committee.

In the four previous advances it was provided that female employees were to receive three-quarters of the advance granted to the male staff—that is, they were receiving only 12 shillings a week war advance as compared with the 16 shillings being paid male employees. The recent advance of 4 shillings 6 pence, however, is to be paid to all employees, both male and female, and women workers will in future receive a 16 shilling 6 pence advance as compared with 20 shillings 6 pence paid to the men.

ODT Again Tightens Tank Car Restrictions

The use of tank cars has been further restricted by Special Direction ODT 7, Revised 1, to a list of commodities designated by the War Production Board as essential to the war effort, the Office of Defense Transportation announced July 24. The ban on the use of tank cars for other purposes applies to loading, offering for shipment, accepting, and shipping, it was explained. The only movements exempt from its provisions are of commodities consigned by or to the Army, Navy or Maritime Commission, or those for which a special permit has been granted by the section of tank car service of the ODT Division of Petroleum and Other Liquid Transport.

The requirements of a previous ODT order requiring permits for all tank car movements for distances less than 200 miles remain in effect, it was emphasized.

The list of essential commodities for which tank cars may be used without special permits for movements in excess of 200 miles, as prepared by the WPB, includes about 250 items, most of which are chemicals or chemical products. Other materials on the list, in addition to petroleum and petroleum products, include apple juice, corn syrup, cottonseed oil, creosote oil, fish oil, ink, lard, rubber latex, linseed oil, molasses, milk, paints, stains, varnishes or lacquers, pickles, wood preservatives, road tar, rosin, pitch and turpentine, coal tar, vinegar, and water.

Another ODT order—Special Direction ODT 7, Revised 2, effective July 31—requires that tank cars loaded with certain commodities, such as heavy fuel oils, gas oil, furnace oils, vegetable oils, and certain chemicals, shall be dome-loaded, so as to utilize the maximum physical capacity of the car. Where products cannot be loaded in the dome of the tank car safely, as in the case of gasoline, other maximum loading standards are provided in the ODT direction.

New Lists of Receiverships

Up to date data on railway receiverships and trusteeships are contained in two publications of the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission which have been made public recently. One is a summary of all steam road receiverships and trusteeships from 1894 through 1942, with preliminary data to June 15, 1943; this summary, based on data in the commission's annual "Statistics of Railways," is included in Statement No. 4341. It is supplemented by Statement No. 4343, listing roads in receivership or trusteeship at the end of 1942 and changes in the list up to June 15.

727th Railway Bn. Receives Citation

Bravery under fire made big contribution to success in Tunisia

The officers and men of the 727th Railway Operating Battalion, officered largely by men from the Southern Railway, have been cited for bravery under fire and outstanding accomplishments in the operation of railway lines in the Tunisian campaign.

The official citation, signed by Brigadier General Carl R. Gray, Director General of Military Railway Service in North Africa, and presented at the front early in July, reads as follows:

"The 727th Railway Operating Battalion . . . , Algeria, is cited for its outstanding accomplishments in the operation of railway lines at the front in Tunisia during January, February, March and April, 1943.

"During the advance through the Kasserine Pass in January, units of this command reconnoitered the narrow gage railway beyond Gafsa in advance of the fighting line, and under fire recovered and removed 4 locomotives. These operations took place in the vicinity of Gafsa, Sened, Maknassy and Moulares.

"During the German Tank attack in February, which resulted in . . . to the American forces, the 727th Railway Operating Battalion remained behind to evacuate munitions and French troops from Gafsa and Metaloui and the last train left under machine gun fire at Magin Bel Abbes. One element of the command at Metaloui, when cut off by the destruction of a bridge at Moulares, disabled its equipment and escaped overland to Tebessa. Later in the evacuation and retreat from Kasserine and Thelepte the unit continued operation under extreme conditions and so efficiently as to merit praise from officers of the Second Corps.

"Upon resumption of the advance in March, detachments assisted in the repair of the railway following the combat troops into Gafsa and Sened and including bridges in the Kasserine, Thelepte, Sbeitla, Haidra and Gafsa sectors ahead of the army and under hazard from enemy air strafing and from ground mines, losing equipment to both of these factors.

"The movement of men and munitions performed by officers and men of the 727th Railway Operating Battalion of the Military Railway Service at times under fire on a narrow gage railroad with strange equipment and without regard for personal safety contributed greatly to the operations of the Army of the United States at a most critical time."

The battalion is under the command of Lieutenant Colonel Fred W. Okie, formerly superintendent of the Birmingham division of the Southern, who was awarded the Legion of Merit last April for meritorious conduct.

Eastern Oil Movement

Although tank car shipments of petroleum to Atlantic coast destinations decreased in the week ended July 24 as had been expected as a result of the division of oil at Norris City, Ill., from the loading racks to the Eastern link of the so-called "big inch" pipeline, stocks on hand in the shortage area continued to increase slightly, the Petroleum Administration for War announced.

Tank car loadings in the seven-day period ended July 24 averaged 957,938 barrels a day, as compared with 994,236 in the preceding week.

New Conservation of Resources Campaign Proposed

Director Joseph B. Eastman of the Office of Defense Transportation joined with Secretary of the Interior Ickes and War Production Board Chairman Nelson in a statement July 22 calling upon the coal, petroleum, electric, gas, water supply, communications and transportation industries to cooperate in formulating plans for a "nationwide conservation campaign to release critical resources—fuel, manpower, equipment and materials—for war purposes." The statement said in part, "Every pound of coal, every gallon of oil, every cubic foot of gas that can be saved means that our national energy pool is strengthened just that much. Every man-hour saved in the production of these basic fuels, in the production of electricity, in transportation and in communications is a man-hour that can be used for something else."

More Coal Diverted to Steel Plants Hit by Strikes

New diversions of coal from other users to two steel companies whose stockpiles were dangerously low as the result of miners' strikes were ordered last week by Solid Fuels Administrator Ickes. This order, affecting 15 producers of special purpose bituminous coals, resulted in the diversion altogether of 58,500 tons over a period of 5 days, and followed an earlier order of similar purpose, reported in *Railway Age* of July 17, page 114. It was explained that efforts were being made to "tap supplementary sources" of suitable coal to supply the affected steel plants as long as the production of the mines that supplied them regularly was cut below their needs. The coal temporarily diverted came from users who have stockpiles adequate to tide them over, Mr. Ickes explained.

Materials and Prices

Following is a digest of orders and notices of interest to railroads, issued by the War Production Board and the Office of Price Administration since July 10.

Construction—CMP Regulation 6, announced July 6, placed materials for construction and facilities under the Controlled Materials Plan, as a result of which persons engaged in essential construction now have one method of obtaining controlled materials and other materials and products to assure completion of their projects according to schedules established by claimant agencies. The regulation does not eliminate the necessity for obtaining authorization to construct under the terms of Order L-41. Persons engaged in construction must apply to WPB for allotments of controlled materials as well as for authorization to begin construction. Controls are similar to those exercised over production materials under CMP Regulation 1. However, use of materials for construction is related to authorized construction rather than to authorized production schedules, restoration or remodeling of any structure or project, or any extension or alterations of such project. Facilities are machinery or equipment acquired in connection with construction. Producers of Class B products, whether they are to be used for construction or production purposes, will obtain requirements of controlled materials by making application to the appropriate WPB Industry division. Where maintenance or repair work is being performed on a structure or project as part of a construction job for which authorization to begin construction is required under L-41, controlled materials for the maintenance or repair of this type may not be obtained under CMP Regulations 5 or 5A if the cost is in excess of the limits established under Order L-41, unless specific authorization has been granted by WPB. An inadvertent overstatement of requirements is substantially excessive if it is either 25 per cent or more of the material allotted, or is greater than the minimum mill quantity of such material specified in Schedule IV of CMP Regulation 1. Exemption from the usual allotment procedure is granted in the case of a delivery order for Class A products on contracts or sub-contracts which require less than 1 ton of carbon steel or wrought iron, 400 lb. of alloy steel, 100 lb. of copper and copper base alloy, or 20 lb. of aluminum. As in the case of production materials, consumers are prohibited from ordering more controlled materials for construction or from ordering them at an earlier date than needed to complete the construction. The regulation also stipulates that in placing orders for controlled materials, the terms of CMP Regulation 2, governing the amounts of inventories which may be carried, must be observed.

Controlled materials—Amendment to Priorities Regulation 13, issued July 19, provides for the revision of the entire text of the regulation, which controls special sales of industrial materials, to make it more readily understandable. The amended regulation makes no substantive change, so far as rules and methods of operation are concerned. The schedule attached to the regulation has been altered so as to provide that special sales of aluminum, copper and steel in controlled material forms may be made only to a person who could place an authorized controlled materials order for the item. This does not apply to steel reported as idle and excessive to the Steel Recovery Corporation.

Drums—Limitation Order L-197, as amended July 14, prohibits the use of any steel drums, new or used, for packing any products which were not packed in drums prior to September 14, 1942. Also, no person may pack in any steel drums products listed in Schedule A which include dry boiler compounds, water paint paste, shellac and soda ash. New drums may not be used for another list of products in Schedule A, which include liquid boiler feed water treatment material, greases, steam cylinder oils, paste cutting compounds, grinding paste and rust preventative. After October 1, new drums must have a capacity of not less than two nor more than six gallons and be constructed of 28 gage steel or lighter for another list of items, including dry lead oxide, glazing material or putty, and oil paints.

Frogs and switches—A circular to all producers of frogs and switches from the Director of the Steel division of WPB reads as follows:

"Beginning with the fourth quarter of 1943, producers of frogs and switches will no longer operate under production directives. They will operate under CMP Regulation 8 and must obtain their controlled materials requirements, which previously have been allocated to them, by submitting to the Steel division application for allotment forms CMP-4B.

"Separate applications on Form CMP-4B must be filed to cover the quarter requirements of rails and the requirements of other controlled materials, including steel castings. Export and domestic requirements should be combined and shown in Section B of the application. Sections A and C should be left blank.

"The Steel division will process the applications, and allotments will be issued for the fourth quarter of 1943 and the first and second quarters of 1944. This will make it possible for the producers of frogs and switches to place advance orders for all requirements of controlled materials (except rails) with any producers they elect and in sufficient time to secure acceptance of orders for delivery in the months required.

"Steel designated allotment orders, forms CMPL-114, will be issued to producers of rails, directing them to reserve space in their schedules for specific customers' orders for rails for shipment in the month or months specified. Copies of such orders will be sent to the producers of frogs and switches named therein, who will then place their purchase orders on the mills and in the amounts, sections and month specified in such allotment orders. Purchase orders must be endorsed with the appropriate certification and the allotment numbers received from the War Production Board.

"Class B products, such as washers, rivets, etc., and other production material other than controlled materials, should be obtained by extending the preference rating AA-1 and the allotment symbol X-1 in accordance with CMP Regulation 8 if the use of that rating and symbol has been authorized by the War Production Board. Gage rods and nut locks will be classified as B products beginning with the fourth quarter.

"Copies of Steel Designated Allotment Order, Form CMPL-114, and of Form CMP-4B are attached. Application for quarterly allotments of controlled materials for the fourth quarter of 1943 and the first and second quarters of 1944 should be submitted at the earliest possible date. A covering letter addressed to the Steel division must also state the tonnage of advanced allotments already received for the fourth or any subsequent quarter for use in the production of frogs and switches."

Industrial power trucks—Limitation Order L-112, as amended July 10, restricts manufacturers from accepting orders for new industrial power trucks unless the orders are accompanied by the authorization of the War Production Board. No manufacturer may deliver any new industrial power truck, except in fulfillment of an order accepted before October 15, 1942, and rated A-9 or better on Form PD-1A or PD-3A or on a form in the PD-408 series and accompanied by the authorization of WPB. On and after July 20, no manufacturer, dealer or owner may accept any order for a used industrial power truck unless the order is accompanied by the authorization of WPB—orders may be placed only with the supplier specified by WPB. No manufacturer may begin the manufacture of any industrial power truck if the truck contains any rubber, except in tires, storage batteries, radiator hose or wire or cable insulation; contains any protective plating in any form, except when necessary to the operation of functional parts; steel plate, where substitution of a less critical material is practicable; lead for counter weights, except that reclaimed lead may be used when required by space limitations; or contains any steel battery trays, where steel battery boxes are provided.

Supplementary Limitation Order L-112-a, as amended July 10, lists approved standard models of industrial power trucks which each manufacturer may make. No model may be manufactured in more than one size of platform width and length, nor shall any model contain battery boxes built to accommodate larger capacity batteries than the manufacturer's standard battery for the model. No fork truck, having a

load capacity rated at less than 10,000 lb., may be manufactured which is not of the tilting, telescopic type and having a standard minimum over-all height not in excess of 83 in. and a standard maximum lift height adopted for the model of fork truck by the manufacturer. If any model of fork truck has a rated load capacity for which one or more alternative maximum lift heights are shown in a table then the truck may also be manufactured with any maximum lift height thus shown and with a standard minimum over-all height which may be in excess of 83 in.

Rails and fastenings — Circular WPBI-352, issued July 8 to railroads by the Transportation Equipment branch of WPB, carries instructions for grading applications for rails and fastenings as follows:

In view of the problem encountered in connection with distribution of rail and track accessories, request is being made for the immediate filing of information covering these requirements through the entire year 1944, insofar as railroads are concerned.

Railroad operators under Order P-142 have already received, or will have received within the very near future, authorization to purchase rail and track accessories, including frogs and switches, as follows: (1) rail and associated track accessories for third quarter, 1943; (2) maintenance track accessories for third quarter, 1943; (3) rail and associated track accessories for fourth quarter, 1943. Each of these authorizations has gone out on a separate Form WPB-2585, formerly PD-844.

In order to provide advance authorization for rail and track accessories, submission of the following data is required as promptly as possible: (a) Form WPB-2585, formerly PD-844, covering maintenance track accessories only, including frogs and switches, Code 2026 in Section C of the form, for fourth quarter 1943 requirements. The line headed "Rail" on the form should not be filled out. Three copies of the form should be submitted immediately. (b) A letter statement in duplicate, to be submitted not later than July 31, 1943, setting out for each of the four quarters of 1944 the tonnage to be purchased of new replacement rail; track accessories, including frogs and switches, to accompany the new rail; and track accessories, inluding frogs and switches, required in addition to track accessories to accompany the new rail.

Steel and copper—CMP Regulation 4, Amendments 1 and 2, and Directions 1 and 1-A, issued July 17, provides substantial changes in procedures governing sales of steel and copper by warehouses and distributors. A major change permits a distributor to refuse any order for steel, including an authorized controlled materials order, which does not call for immediate delivery. Orders calling for immediate delivery which must be filled include authorized controlled materials orders and orders bearing preference ratings of AAA. Small orders for steel may be filled without authorization, provided delivery will not cause any one customer to receive at all points and from all sources in any one calendar quarter more than 10 tons of carbon steel, 1,000 lb. of stainless steel and 2 tons of other alloy steel. A distributor may now deliver up to 56,000 lb. of steel rails to any one person at any one destination. The original limitation of 40,000 lb. of all other steel products which may be so delivered remains in effect.

By a change in the copper section of the regulation, all deliveries of brass and wire mill products are banned after September 30, except to fill authorized controlled materials orders. Until that time, a warehouse may fill from stock orders for these products bearing preference ratings of AA-5 or higher, up to 2 per cent of the total quality of products shipped during the period from April 1 to June 30, 1943. Previous prohibition against ordering from warehouse stocks brass mill products aggregating more than 2,000 lb. of copper content remains, but wire mill products may now be accepted up to 3,000 lb. per month. At the same time, WPB revoked Wire Mill Direction 1, Brass Mill Direction 1 and Supplementary Brass Mill Direction 1-a, since the provisions of these directions are now included in CMP Regulation 4.

Welding equipment—General Limitation Order L-298, issued July 12, requires manufacturers, on or before the 15th of each month, commencing with August, to file an operations report on Form WPB-2830, showing orders for new and rebuilt resistance welding equipment and repair parts unfilled, received, shipped and cancelled during the preceding month. On and after July 27, no manufacturer or dealer may accept an order for, or deliver, any new resistance welding equipment unless the order or delivery is specifically authorized by WPB on Form WPB-2752. The provisions do not apply to any order of $200 or less for resistance welding equipment or any order for resistance welding electrodes. Whenever any used resistance welding equipment, other than portable gun welders and resistance welding electrodes, has been idle for a period of 90 days without having had its ownership changed, the owner of the equipment shall register it within 30 days after the 90-day period by filing Form WPB-2732.

Copper scrap—Amendment 2 to Maximum Price Regulation 20, effective July 14, established a uniform limit to the fees and charges which may be made for conversion of copper scrap and copper alloy scrap in toll transactions. Charges for processing, treating, handling and other services performed in toll conversions may be no larger than the difference between the maximum price for the scrap metal and the ceiling price for refined copper. Previously, toll transactions were covered by the General Maximum Price Regulation, which established highest charges made by smelters in toll transactions during the month of March, 1942, as maximum charges. Maximum base prices for copper scrap range from 7¾ cents to 9¾ cents a lb., f.o.b. shipping point. Ceilings for alloy scrap that might come under toll agreements range from 4¾ cents a lb. to around 10 cents a lb. The maximum price for copper, electrolytic grade, is established in Maximum Price Regulation No. 15 at 12 cents a lb., Connecticut Valley base. Under the new ceiling on toll charges, the largest charge that could be made for conversion of 9¾ cents scrap copper would be 2¼ cents a lb.

Flooring prices—Maximum Price Regulation No. 432, effective July 24, provides maple, birch and beech flooring with specific dollars-and-cents maximum prices at the producer's level. Ceilings for these three flooring materials were provided by the General Maximum Price Regulation and were the highest prices individual sellers charged during the month of March, 1942. The new dollars-and-cents maximums are approximately 7 per cent higher than the old General Maximum Price Regulation prices, the increases representing adjustment for advances in cost of material and labor which have taken place since March, 1942. Maximum prices for flooring 25/32 in. thick and 2¼ in. wide. tongued, grooved and end-matched, f.o.b. mill, the principal size sold, are now as follows: maple—first grade, $93.50 per m.b.f., 2 to 16 ft. long; second grade, $88.50, 1⅛ to 16 ft.; third grade, $73, 1 to 16 ft.: birch—first grade, $84 per m.b.f., 2 to 16 ft.; second grade, $78,50, 1⅛ to 16 ft.; third grade, $64,50, 1 to 16 ft.; beech—first grade, $83,50 per m.b.f., 2 to 16 ft.. second grade, $77.50, 1⅛ to 16 ft.; third grade, $65.50, 1 to 16 ft. Maximum prices for other sizes are established in the same relationship to the foregoing principal grades as has existed in industry practice. Quantity differentials are provided for small shipments. On orders of an item of one species, thickness and grade, an addition of $1 per m.b.f. may be made when the order is no larger than 3,000 to 4,000 bd. ft., $2 on orders of 2,000 to 2,999 ft., $2.50 on orders of 1,000 to 1,999 ft., and $3 on orders of 999 ft. or less. The regulation contains a table of weights to be used in computing shipping charges on the three species of flooring for the purpose of quoting delivered prices Producers, under the regulation, must apply to OPA for prices for any extras, services or special grades for which specific maximums are not provided in the regulation.

Fuel oil—Amendment 116 to Revised Price Schedule 88, effective July 20, reduces ceilings on residual fuel oils of 20 deg. gravity and over for refiners in the state of Wyoming from 12 to 18 cents per bbl. to a uniform level of $1.04 per bbl. Previously, the maximum prices had been $1.16 per bbl. for 20 to 24.9 deg. gravity, and $1.22 per bbl. for 25 deg. gravity and above, f.o b. refineries in bulk lots. These ceilings cover residual fuel oils and blends with distillate fuel oils, except diesel fuel oils. Railways are the chief buyers of these fuel oils in the state of Wyoming.

Lumber—Amendment 4 to Maximum Price Regulation 94, effective June 24, relieves buyers of premium priced western pine lumber from certifying that they would absorb the increased mill price. Prior to this action, a $3 premium over the regulation ceiling prices was provided for producers in five Western states to apply on 12 specified grades and sizes of western pine lumber which by order of WPB were to be channeled almost exclusively to government agencies, contractors and sub-contractors and manufacturers of western wooden agricultural containers. Purchasers not within the classes named under this prior provision were permitted to buy such grades and sizes under special WPB release and at the premium price, provided they certified that the increased price would be absorbed by them and not passed along. The $3 increase is applicable to maximum prices, f. o. b. mill, in all sales of the following six listed species in 12 named grades and sizes of western pine produced by mills under Order L-290: Ponderosa pine, Idaho white pine, sugar pine, or lodge-pole pine lumber produced in California, Idaho, Montana, Oregon or Washington, and white fir, western white spruce or Engelmann spruce lumber produced in California, Idaho, Montana, and in the parts of Oregon and Washington east of the crest of the Cascade mountains. The 12 specific grades are: No. 1, No. 2, No. 3, No. 4 and No. 5 common; all grades of inch shop, grades of No. 2 and No. 3 shop in 5/4 in. and thicker; No. 1 and No. 2 box, No. 1 and No. 2 dimension.

Amendment No 1 to Revised Maximum Price Regulation No. 26, effective July 15, permits lumber distribution yards, including retail yards, to pass on to buyers the $3.50 per m. b. f. premium on Douglas fir boards. The $3.50 markup is applicable to the three upper grades of Douglas fir boards—select merchantable, No. 1 common and No. 2 common boards. For No. 3 common boards, a markup of $1.50 per m. b. f. is established. On April 16, producers of Douglas fir boards were authorized to increase prices by $3.50 per m. b. f. on the three upper grades, and $1.50 on No. 3 boards, to permit compliance with a directive calling for an increase in board production from a normal percentage of 7 per cent to 30 or 40 per cent. Distribution yards were required to absorb the higher cost of the lumber from the mills.

Lumber—Amendment 7 to Maximum Price Regulation 155 (central hardwood lumber), effective July 14, eliminates the necessity of the lumber industry filing forms and simplifies pricing procedures. Dollars-and-cents ceiling prices are established for both north central and south central white oak and red oak structural stock or sound square edge material, also white oak and red oak freight car stock, common dimension, mine car lumber. The section of the regulation providing a procedure for pricing north central recurring specitl grades or items is revoked and in its place specific dollars-and-cents differentials for standard special grades or items are established. These differentials, when added to the maximum prices for standard grades or items, give the seller his maximum price for standard special items. A similar stream-lining is provided for south central hardwood lumber. For lumber shipped green, sellers must deduct 10 per cent from the maximum prices provided for air-dried lumber. Green lumber is lumber that has not been stacked on the yard for air-drying. A purchaser may waive any requirement as to moisture content. If the lumber has not been stacked on the yard for air-drying, the green price shall apply.

Used typewriters—Revised Maximum Price Regulation No. 162, effective July 31, completes revision of the ceiling prices for all sales and rentals of used typewriters. The regulation makes many adjustments in prices but no increase in general costs to the ultimate user. A more precise rent structure is established. The original regulation fixed maximum rental rates at $3.50 and $3 per month for standard-carriage office-type used typewriters, the differential depending on the age of the machine. The revision stablishes a maximum rate of $3.50 per month for typewriters rented for commercial use. The new regulation also reclassifies office-size typewriters according to their carriage widths. On sales of used typewriters to dealers, the previous regulation established a ceiling at two-thirds of the retail selling price. The revised regulation permits machines to be transferred between dealers at prices which are 80 per cent of the retail selling price.

GENERAL NEWS

Won't Let Greyhound Buy Out Competitor

Department of Justice and Mo. Pac. had opposed move—Two dissents

The application of Southwestern Greyhound Lines for authority to acquire and merge the operating rights and property of Arkansas Motor Coaches has been tentatively denied by the Interstate Commerce Commission in a report in which Commissioners Rogers and Johnson, though approving the conclusions, did not vote, while Commissioner Miller expressed a dissenting opinion in which Commissioner Porter concurred.

Southwestern Greyhound, which operates buses between Memphis, Tenn., and Texarkama, Ark., among other routes, is owned by the Greyhound Corporation, the Southern Pacific and Southwestern Transportation Company, a wholly owned subsidiary of the St. Louis Southwestern, with Greyhound owning two-thirds of the voting stock and the other two companies each one-sixth, the report explained. Arkansas Motor Coaches, independently owned, operates over a more advantageous route between Memphis and Texarkana, it was represented, and it was proposed to incorporate its route into the Greyhound system through operations.

The Missouri Pacific and its wholly owned subsidiary, Missouri Pacific Transportation Company, other bus operators, the Antitrust Division of the Department of Justice, and the Brotherhood of Railroad Trainmen were among parties opposing the application. The Missouri Pacific contended that Southwestern Greyhound is "affiliated with a railroad" within the meaning of section 5 (6) of the Interstate Commerce Act, and that the merger would constitute an invasion of its territory by the St. Louis Southwestern by virtue of such affiliation. The Department of Justice contended that the merger would remove an important link in a potentially competitive bus system and would result in Greyhound's operations approaching a monopoly.

After considering various precedents, the commission's majority found that Southwestern Greyhound is affiliated with a railroad, and that evidence had not been presented on which the merger could be approved under the conditions of section 5 (2) (b) of the Act. Entry of an order denying the application was deferred for 30 days, however, to afford the applicant time to request a further hearing to introduce additional evidence.

Commissioner Miller contended in his dissent that the majority had departed from the principle of the Northland Greyhound Lines case, which it cited as a precedent, in that the railroad did not control the bus line through ownership of a majority of its stock, and so could not be affiliated with it within the meaning of the statute as interpreted in that case.

Miss Ellen N. Selected

Miss Marie W. Brantley, a typist and messenger in the local freight office of the Louisville & Nashville at Montgomery, Ala., has been selected by the men of the 728th Railway Operating Battalion as their official sweetheart in a contest conducted by the employees' magazine among the feminine employees of the railroad.

Another Intervention Allowed in I. C. C.'s No. 28300

The Interstate Commerce Commission has granted the petition of the state of Maryland for leave to intervene in its Nos. 28300 and 28310 proceedings, the investigations of class rate and classification structures in which briefs following hearings are now being received.

Ohio Town Bombarded by Derailed Car of Munitions

Monroeville, Ohio, was shelled for four hours on July 19, as a result of the derailment of 16 cars of an eastbound Wheeling & Lake Erie freight train about 4:50 p. m. The derailment caused a fire in which 14 cars were destroyed, including one car load of munitions. Most of the cars destroyed by fire were tank cars carrying oil.

P. R. R. Employees' Daughters Awarded Scholarships

The Philadelphia Textile Institute, which announced in March of this year that it would give a scholarship in textile engineering to either a son or daughter of a Pennsylvania railroad employee, has awarded scholarships to Miss Grace R. Wildermuth and Miss Elena DeGirolamo. Miss Wildermuth is the daughter of a veteran engineman on the P. R. R.'s Maryland division, while Miss DeGirolamo's father is track foreman on the Cleveland division and has been with the road for 40 years. Originally it was the intention of the Institute to award only one scholarship. Aptitude and achievement tests conducted to determine the winner of the scholarship, however, were reported to have shown such high ability and excellent character on the part of the two young women that it was decided to offer a second scholarship.

Vinson Committee Studies Wage Case

Three judges to investigate "facts" behind Pacific Electric situation

Following a visit to the White House by President A. F. Whitney of the Brotherhood of Railroad Trainmen on July 26, Economic Stabilization Director Fred M. Vinson announced the appointment of a committee of three judges to review the "facts" back of the labor difficulties involving both the Pacific Electric and the Los Angeles Electric, which had led to a 24-hour strike on the latter road and a threatened strike on the former. The committee was appointed at the request of President Roosevelt, Mr. Vinson explained, and it was asked to proceed at once with its investigations and to report "as soon as possible."

First named of the three committee members was Albert B. Maris, federal circuit judge for the third judicial circuit, of Philadelphia, Pa. Judge Maris was associated with Mr. Vinson in a judicial capacity as a member of the United States Emergency Court of Appeals, created by the 1942 Emergency Price Control Act, of which the Stabilization Director was chief judge before his recent executive appointment. Judge Maris also was a member of the special three-judge federal court in Philadelphia before which the Department of Justice conducted its anti-trust case against the Pullman companies.

Other members of the committee are Henry W. Edgerton, associate justice of the United States Court of Appeals for the District of Columbia, the court on which Mr. Vinson was serving at the time of his appointment to his present post, and Samuel B. Hill, a judge of the Tax Court of the United States, Washington, D. C.

The committee was asked by Mr. Vinson to investigate and report on three questions: (1) The extent to which a shortage of workers or an excessive labor turnover is adversely affecting the efficient functioning of the transit system of the whole Pacific coast area, and the availability for employment of men and women not now employed by transit systems; (2) the going rates of pay (including basic pay, overtime compensation and total monthly earnings) for both operating and non-operating employees prevailing in the various transit systems of substantial size; and (3) the going rates (including basic pay, overtime compensation and total monthly earnings) for both operating and non-operating employees prevailing for

workers in other industries in the same area engaged in the same types of work as workers employed on the transit systems.

The report of the committee will be filed not only with Mr. Vinson, in whose hands the solution of the two related wage controversies appears to rest, but also with the National War Labor Board and Chairman William M. Leiserson of the National Railway Labor Panel. The "factual picture of the problems" to be investigated by the committee is "in part" their concern as well as his, Mr. Vinson pointed out in announcing its formation.

The committee was selected, it was indicated, to contribute a factual background for the settlement of wage controversies which reached the White House after the leaders of the employes affected refused to accept decisions reached through the arbitration machinery set up to handle such disagreements.

The War Labor Board on July 19 disapproved a wage increase on the Los Angeles Electric, embodied in an agreement between that company and the Amalgamated Association of Street, Electric Railway & Motor Coach Employees of America, an A. F. of L. organization, for a general wage increase of 10 cents per hour. In an announcement accompanying the board's order, made public July 23, Wayne L. Morse, a "public" member of the board, asserted that it is "specious reasoning for labor to demand wage increases beyond the wage stabilization policies of the War Labor Board on the ground that other sectors of our battle line against inflation are not being held." In disapproving the increase, the board pointed out that the employees involved already had received a "Little Steel formula" increase to meet increased living costs, that their wage rates "clearly" were not substandard, that the record revealed no "gross inequities," and that an increase was not needed to "aid in the effective prosecution of the war."

As reported in *Railway Age* of July 24, page 183, Director Vinson had reduced from 13 cents an hour to 3 cents the wage increase allowed the motormen and conductors of the Pacific Electric by the emergency board chosen from the National Railway Labor Panel, taking the position in his opinion that these employees should be allowed the same wage rates as employees of the Los Angeles Electric doing similar work. Thus the controversy that developed from the War Labor Board decision in the latter case and that resulting from Mr. Vinson's modification of the emergency board finding in the Pacific Electric case, in which members of the Brotherhood of Railroad Trainmen were concerned, became parts of one dispute between the unions and the head of the government's machinery for economic stabilization, in which the labor leaders went to President Roosevelt in an effort to obtain a decision more to their liking.

At the time the War Labor Board decision was made public, Dean Morse pointed out that the board would "immediately" grant a rehearing to the "union officials" in either the Los Angeles Electric or the Pacific Electric case, "but only on condition that any strike or threat of strike is first withdrawn." Such a rehearing, it was indicated, would go into the need for an upward adjustment of wage rates "in the entire street railway industry in the California area" in order to meet the manpower problems of the industry. While the unions did not take advantage of this invitation, the committee appointed by Mr. Vinson was directed to consider the same issue.

Small Truckers' Operations in I. C. C. Tabulation

The Interstate Commerce Commission has made public as information tabulations of data summarizing certain statistics of operations, revenues and expenses of Class II and Class III motor carriers of property, by regions, for the years 1940 and 1941. The data given reflect various estimates and adjustments, W. P. Bartel, secretary of the commission, points out, and they are not to be considered official statistics of the commission, since they are not taken from sworn or public records and since the commission has not prescribed classifications of accounts for operators falling into these classes.

In 1940 returns were received from 16,199 carriers out of 25,356 of record at the end of the year, and in 1941 from 11,321 out of 23,453, the statement explains. Estimates were made for carriers who did not file returns, and some of the replies to particular questions on the returns received, particularly in the case of tonnage and vehicle miles figures, were based on carriers' estimates.

23 I. C. 50-yr. Veterans Given Gold Passes

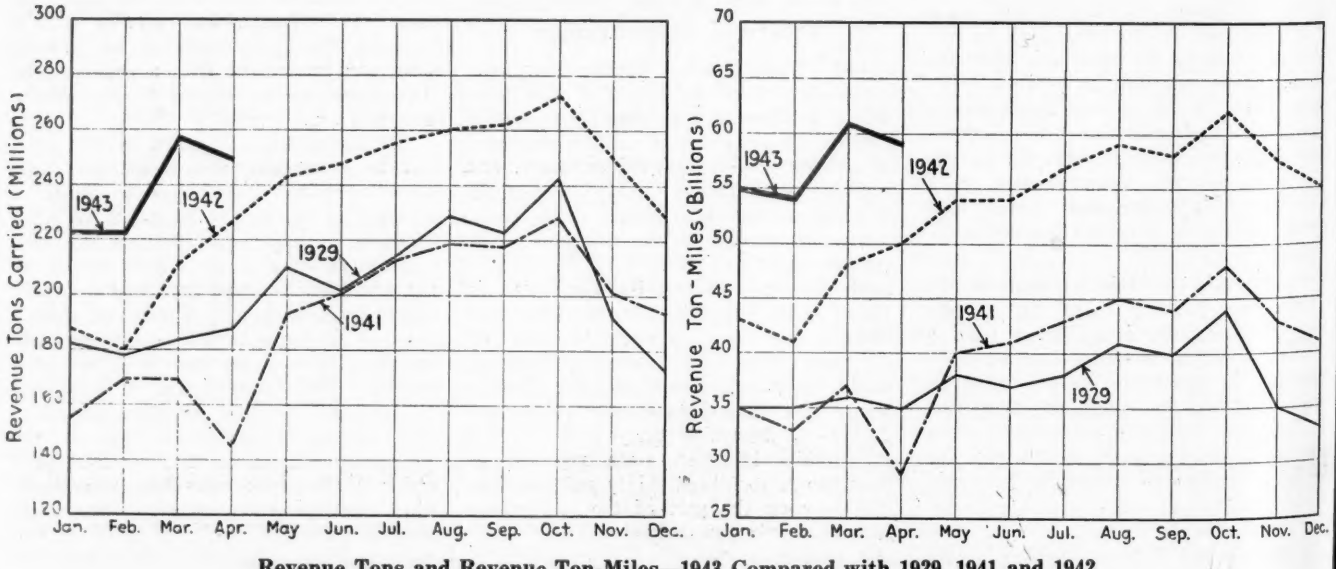
In recognition of a half century of service with the Illinois Central, 23 members of the 1943 class of 50-yr. veterans were presented with gold passes by J. L. Beven, president of the railroad, at a luncheon in their honor in Chicago, July 16. This class of veterans is composed of 7 engineers, 4 conductors, two baggagemen and the following: timekeeper, ticket receiver, yard clerk, yardmaster, brakeman, chief dispatcher, station agent, foreman, surgeon and general agent.

Seek Higher Rates for Port Operations

The Jacksonville Port Terminal Operators Association has petitioned the Interstate Commerce Commission to authorize an increase of 20 per cent in port terminal charges applicable at various ports in the South Atlantic and eastern Gulf of Mexico regions. The Office of Price Administration has been authorized to intervene in the proceedings, as a result of a petition in which it alleged that such an increase, if authorized, would not be in accord with the spirit and purpose of the President's "hold the line" order.

Freight Car Loading

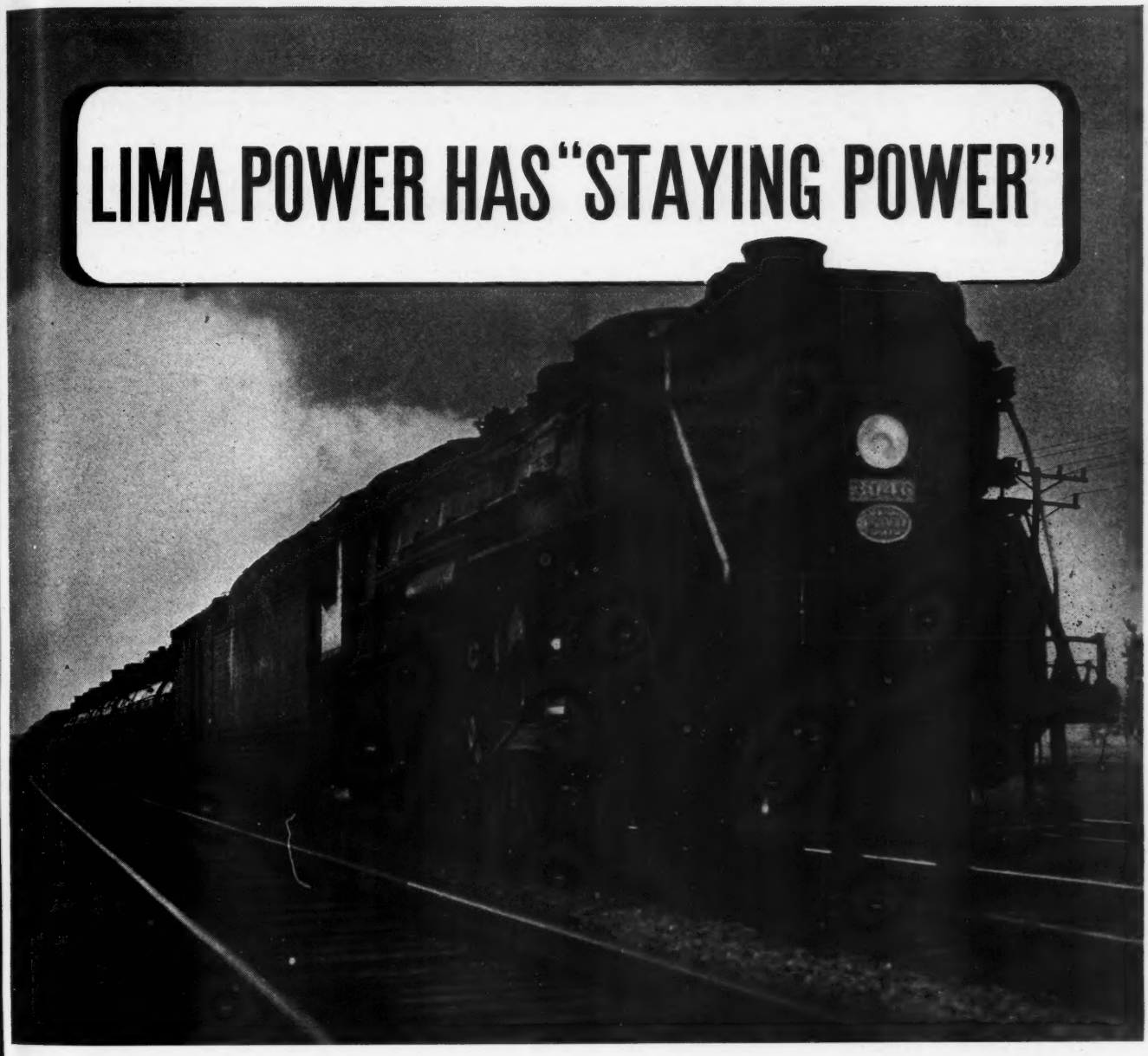
Loadings of revenue freight for the week ended July 24 totaled 883,826 cars, the Association of American Railroads announced on July 29. This was an increase of 6,496 cars, or 0.7 per cent, over the preceding week, and an increase of 28,311 cars, or 3.3 per cent, above the corresponding week last year, but a decrease



Revenue Tons and Revenue Ton-Miles—1943 Compared with 1929, 1941 and 1942

News Department continued on next left-hand page

LIMA POWER HAS "STAYING POWER"



NO single factor has been more responsible for the outstanding wartime record made by American railroads than locomotive utilization. As "Railway Age" reports, "....It is a far cry from two decades ago, when locomotives were changed at every operating division, to the present-day practice, when they operate efficiently and effectively over several divisions, with changes in the engine crews."

Under conditions such as these the "staying power" of Lima-built locomotives has been proved conclusively.

LIMA LOCOMOTIVE WORKS LIMA LOCOMOTIVE WORKS INCORPORATED **INCORPORATED, LIMA, OHIO**

of 13,738 cars, or 1.5 per cent, below the comparable 1941 week.

Loading of revenue freight for the week ended July 17 totaled 877,330 cars, and the summary for that week, as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, July 17

District	1943	1942	1941
Eastern	166,168	157,428	190,951
Allegheny	185,188	185,896	198,972
Pocahontas	57,770	56,049	59,467
Southern	115,663	118,409	116,807
Northwestern	145,221	141,982	148,501
Central Western	133,171	127,875	130,413
Southwestern	74,149	69,507	54,259
Total Western Districts	352,541	339,364	333,173
Total All Roads	877,330	857,146	899,370
Commodities			
Grain and grain products	62,504	51,606	61,396
Live stock	13,941	9,570	9,414
Coal	176,249	163,630	167,956
Coke	12,720	13,415	13,295
Forest products	46,249	53,493	44,774
Ore	89,671	92,249	81,289
Merchandise l.c.l.	97,840	87,367	154,680
Miscellaneous	378,156	385,816	366,566
July 17	877,330	857,146	899,370
July 10	808,630	855,158	876,142
July 3	852,106	753,740	740,359
June 26	760,844	853,418	908,604
June 19	868,241	844,913	885,539
Cumulative Total, 29 Weeks	22,635,088	23,529,445	22,366,603

IN CANADA.—Carloadings for the week ended July 17 totaled 67,212 compared with 66,068 for the previous week and 64,989 for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Total Cars Loaded	Total Cars Rec'd from Connections
Total for Canada:		
July 17, 1943	67,212	38,292
July 10, 1943	66,068	36,611
July 3, 1943	62,369	36,492
July 18, 1942	63,989	35,546
Cumulative Totals for Canada:		
July 17, 1943	1,827,663	1,071,809
July 18, 1942	1,831,345	948,509
July 19, 1941	1,676,656	844,706

I. C. C. Service Orders

By Amendment No. 3 to Service Order No. 113 the Interstate Commerce Commission has clarified the provisions of the original order, relating to demurrage on flat cars, exempting shipments by or to the War Department and Navy Department and their agencies and branches.

Service Order No. 138, effective July 23, provided for rerouting freight traffic routed over the New York Central between St. Francisville, Ill., and Vincennes, Ind., pending restoration of facilities affected by flood.

1942 Revenues of Intercity Bus Lines

Class I motor carriers of passengers reported a 1942 net income after income taxes of $30,028,602 as compared with $17,164,057 in 1941, according to a statement which has been issued by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics.

The compilation covers 155 intercity bus lines whose 1942 gross was $281,167,651, up 70.1 per cent from the $165,275,683 reported for 1941. Last year they operated over 198,486 route miles as compared with 194,589 route miles in 1941, and carried 769,590,907 passengers as compared with 616,502,716. An additional 7,048,895 passengers were carried in charter or special party service as compared with 3,794,545 thus transported in the previous year.

April Bus Revenues 50.3 Per Cent Above 1942

Class I motor carriers of passengers reported April revenues of $28,899,283, as compared with $19,229,489 in April, 1942, an increase of 50.3 per cent, according to the latest monthly compilation prepared by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission from 172 reports representing 177 bus operators. The number of passengers carried increased 67.8 per cent, from 26,349,932 to 44,222,453.

	Passenger revenue		Passengers carried	
	April 1943	April 1942	April 1943	April 1942
New England Region	$1,254,050	$907,432	3,684,242	2,374,093
Middle Atlantic Region	2,956,452	2,171,333	6,654,734	4,240,726
Central Region	3,998,615	3,037,989	7,305,449	4,638,370
Southern Region	8,076,991	5,328,534	11,380,251	6,753,067
Northwestern Region	703,812	562,235	661,248	453,846
Mid Western Region	2,392,872	1,536,300	2,033,074	1,221,991
Southwestern Region	5,072,033	2,885,277	7,147,956	3,389,345
Rocky Mountain Region	352,530	181,671	256,456	116,034
Pacific Region	4,091,928	2,618,718	5,099,043	3,162,460

The breakdown by regions of the bus revenue and traffic figures—excluding data on charter or special party service—is given in the accompanying table.

Dispatchers' Demands Refused

Demands for higher pay and changes in working rules served on the railroads by the American Train Dispatchers' Association on June 15, have been turned down by the railroads after conferences on individual railroads. When the demands were presented, the union asked the railroads to consider the demands collectively if the individual railroads should fail to grant the requests. Western railways have agreed to committee consideration of the demands and it is expected that Eastern and Southeastern railroads will follow the same procedure.

ODT Appointments

The Office of Defense Transportation has announced the promotion of James B. Friend from deputy director to deputy associate director of the Mechanical Section of the ODT's Division of Railway Transport. In his new post he will continue in charge of the Chicago office of the section. Before he was transferred to Chicago, in March of this year, to open this office, Mr. Friend had been deputy director of the ODT Mechanical Operations Section, stationed in Washington, D. C. Before he joined the ODT staff in October, 1942, he was master mechanic of the Texas & Pacific.

Albert V. James, recently mechanical assistant in the Chicago office of the Mechanical Operations Section, has been transferred to San Francisco, Calif., where he will establish a new office of the division's Mechanical Section. His position in Chicago will be filled by R. P. O'Neil, who has been since June of this year mechanical assistant in the Washington office. Before joining the ODT staff, Mr. O'Neil was master mechanic of the Kentucky & Indiana Terminal.

Ormond R. Bean, from 1939 to June of this year Public Utilities Commissioner of Oregon, has been appointed by ODT Director Eastman to the post of regional director of the ODT for the Territory of Hawaii. His headquarters will be in Honolulu, where he will administer measures designed to effect the conservation and maximum utilization of the civilian transportation facilities of that area. He also will make recommendations to Mr. Eastman concerning requirements of materials and equipment for the territory. Mr. Bean formerly was a member of the executive committee of the National Association of Railroad and Utilities Commissioners and chairman of the Oregon State Planning Board.

James S. Joyce, who has been in charge of rail-truck conservation for the western region in the Chicago office of the ODT Division of Railway Transport, has opened a new rail-truck conservation office at Tulsa, Okla. He has been succeeded at Chicago by William H. Roehrig, whose appointment to the position of assistant to the associate director of the division was announced July 24. Before joining the ODT staff, Mr. Roehrig was supervisor of car service and demurrage of the Atchison, Topeka & Santa Fe, with headquarters at Chicago.

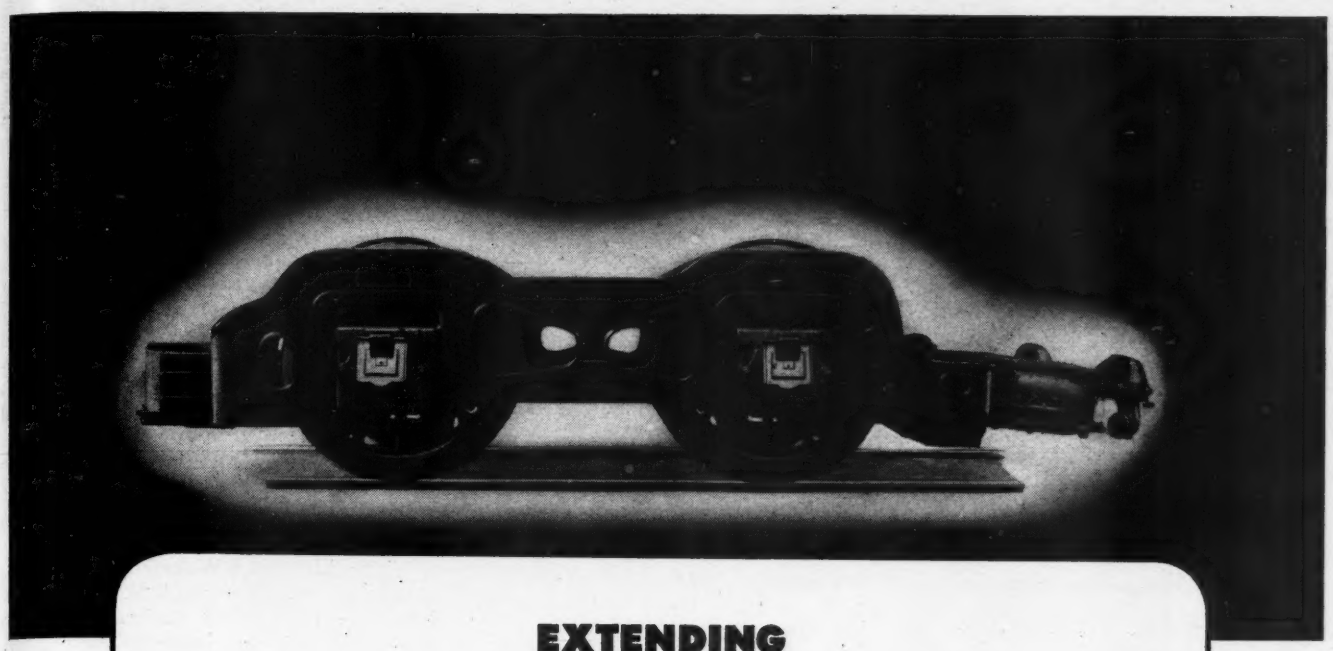
June Truck Freight Volume 20.1 Per Cent Over 1942

The volume of freight transported by motor carriers in June increased 4.4 per cent over May and 20.1 per cent over June, 1942, according to the American Trucking Associations.

Comparable reports were received from 207 motor carriers in 40 states; they transported an aggregate of 1,380,711 tons in June, as against 1,322,885 tons in May and 1,149,235 tons in June, 1942. The ATA index figure, computed on the basis of the average monthly tonnage of the reporting carriers for the 1938-1940 period as 100, was 194.60. The index for May was 180.86.

Almost 81 per cent of all tonnage transported in the month was hauled by carriers of general freight; their volume increased 3.7 per cent over May and 19.7 per cent over June of last year. Transporters of petroleum products, accounting for approximately 9.5 per cent of the total tonnage, increased 11 per cent over May

News Department continued on next left-hand page



EXTENDING

a helping hand

TO OVERWORKED LOCOMOTIVES

Locomotives were never worked harder than today. And because they must be kept working *still harder* and *longer* they need all the help they can get to carry the tremendous loads imposed upon them.

The several thousand Boosters now in service are helping locomotives move more tons . . . more miles . . . faster. Besides supplying the required additional power for starting heavier loads, the Locomotive Booster* speeds up train movement all along the line by providing a supplementary power to meet operating emergencies.

*Trade Mark Registered U. S. Patent Office

FRANKLIN RAILWAY SUPPLY COMPANY, INC. NEW YORK CHICAGO

In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL

and 42.22 per cent over June, 1942. Haulers of iron and steel products reported slightly more than 3.5 per cent of the total tonnage. The volume of these commodities decreased 10 per cent under May, but held 19 per cent over June of last year.

Approximately 6 per cent of the total tonnage was miscellaneous commodities, including tobacco, milk, textile products, coke, bricks, building material, cement and household goods. Tonnage in this class increased 15.7 per cent over May, and 0.9 per cent over June, 1942.

To Speed Handling Plans for Pooling Bus Operations

Under a new procedure agreed upon by the War Production Board, the Department of Justice, and the Office of Defense Transportation, provisions of the Small Business Concerns Act have been made applicable to intercity bus operators participating in joint action plans authorized by the ODT, it was announced July 29.

It was explained that the new procedure, guaranteeing operators immunity from prosecution under the antitrust laws, through the provisions of a certificate issued by WPB Chairman Donald Nelson, will "greatly expedite" the handling of joint action proposals. Under it the ODT is authorized to direct the adoption of such plans when it finds them in accordance with the conservation policies set forth in General Order ODT No. 11.

Appropriate joint action plans will provide for one or more of the following conservation measures, the ODT explained: Pooling of equipment or other facilities; pooling or division of traffic, service, or revenues; alternating or staggering schedules; or mutual honoring of tickets at the passenger's option.

Chicago Truckers Form Central Dispatching System

The first traffic dispatching system to integrate truck operations in a large area involving diverse carriers has been set up in Chicago under Supplementary Order ODT-3, Revised 44, effective July 22, the Office of Defense Transportation has announced. Under a joint action agreement, 33 firms handling truck shipments have arranged to pool traffic and equipment which will save an estimated 4,000,000 truck-miles annually, it was explained. Not only Chicago, but suburban communities as far distant as Elgin, Rockford, and Joliet, Ill., will be within the scope of the joint action arrangement.

As explained by the ODT, the plan provides that all companies involved will telephone to a district dispatcher's office a daily report of cargo orders, truck movements, idle equipment and similar data, and the master dispatcher's office, co-ordinating these reports, will be able to effect rerouting, equipment transfers, or other measures contributing to conservation of transportation, as well as to secure maximum loading in both directions on routes within and in and out of Chicago.

In addition to the usual conservation objectives common to such agreements, the order also provides, the ODT pointed out, for co-ordination of the services of distribution carriers belonging to the pool with those of line-haul motor carriers, railroads, and forwarders, and for the maintenance of centralized information about local trucking facilities for the use of government agencies and railroads requiring it.

While the pool does not include all truck operators in the Chicago area, it does include the principal handlers of motor freight, the ODT added, and other firms may join the pool later. This was the first joint action plan approved under a new "shortened review" procedure adopted by the ODT, the announcement disclosed.

What Kind of Railroad Service for Post-War Long Island?

Editorials expressing the thoughts of Long Island and New York newspapers regarding the post-war electrification and improvement plans of the Long Island R. R. were reproduced by the company in full page advertisements in New York daily newspapers and Long Island weeklies during the week of July 24. Several weeks ago the Long Island had published an advertisement summarizing recommendations by the J. G. White Engineering Corporation for extensive improvements in property, equipment and service after the war, including 141 miles of electrification extension, which would cost the railroad approximately $30,000,000. The White engineers pointed out, however, that this vast program could be undertaken only on the basis of definite assurances of sufficient earnings, through adequate fares and relief from burdensome property taxes, so as to amortize the cost of the improvements and yield a reasonable net return. The newspaper editorials commended the railroad for its enlightened stand in presenting all the facts to its riders and urged the improvements as beneficial to the communities served.

The Long Island also presented the summary of editorial opinion on its plans in pamphlet form to each of its commuters, together with a card asking if the rider approved of the suggested post-war program, with a reasonable increase in commutation fares and relief for the company from unduly burdensome property taxes. The rider was asked to give his name and address on the card and check whether he was a commuter or casual rider.

Construction

CANADIAN NATIONAL. — The Canadian National will receive tenders on August 10 at Union Station, Toronto, Ont., for the construction of two new frame car department buildings at Joffre East Yard, near Charny, Que. The road has also invited tenders for the construction of buildings and other facilities for its new engine terminal at Lac Edouard, Que.

NEW YORK CENTRAL. — This company has awarded a contract for alterations, additions and extensions to its north engine house at Selkirk, N. Y., to the Duffy Construction Corporation of New York.

Supply Trade

Allied Supply Assn. Officers

The executive committee of the Allied Railway Supply Association, Inc., has unanimously elected the following officers of the association: President and treasurer, C. F. Weil, American Brake Shoe & Foundry Co.; first vice-president, M. K. Tate, Lima Locomotive Works; second vice-president, E. H. Weaver, Westinghouse Air Brake Company; third vice-president, B. S. Johnson, W. H. Miner, Inc.; and fourth vice-president, J. J. Cizek, the Leslie Company. This election was necessary because of the death of J. W. Fogg, who was president, and of F. W. Venton, treasurer.

The **Heywood-Wakefield Company**, Gardner, Mass., received the Army-Navy "E" award for high achievement in the production of war materials on July 21.

Errol W. Stone, assistant works manager of the **General Railway Signal Company** with headquarters at Rochester, N. Y., has been promoted to works manager with the same headquarters.

John V. Houston, assistant chief engineer at the Chicago plant of the Ramapo Ajax Division of the **American Brake Shoe Company,** has been appointed general superintendent of Ramapo Ajax, with headquarters at New York. He succeeds **J. G. Tattersall,** who has been appointed assistant to the vice-president with headquarters at Niagara Falls, N. Y. Following his graduation as a civil engineer from the University of Illinois in 1909, Mr. Houston was employed in the engineering department of the Chicago, Milwaukee & St. Paul. In 1910 he joined the Ajax Forge Company which became a part of Ramapo Ajax in 1922.

At a special meeting on September 2, stockholders of the **American Locomotive Company** will vote on proposals for a capital readjustment program to clear up preferred stock dividend accumulations amounting to $15,046,332 and merge into the parent company the American Locomotive Sales Corporation and the Transamerican Construction Company, wholly-owned subsidiaries. The sales company normally is engaged in handling American Locomotive Company products in foreign markets and Transamerican handles the erection and installation of equipment and certain other products. Under the proposed plan, each share of preferred stock, in lieu of back dividends amounting to $42.75 per share, would receive one share of 7 per cent cumulative preferred stock ($100 par); 1¾ shares of common stock and $7 in cash. Holders of the common stock would exchange their shares for a like number of new certificates. W. C. Dickerman, chairman of the board, in a letter accompanying the proxy statement, stated that on the consolidation becoming effective, "it will be possible, in view of the elimination of the accrued and unpaid dividends on the preferred stock, to pay

News Department continued on next left-hand page

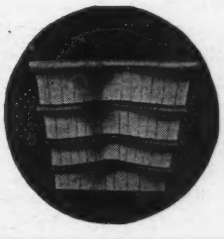
COAL CONSERVATION HAS A NEW IMPORTANCE

When you burn a ton of coal today you are burning the man-hours used in mining, transporting and handling it. Man-hours that are needed in the war effort.

So today coal conservation takes on a new importance. One way of furthering it is to be sure that every locomotive leaving the roundhouse has a *complete* arch in its firebox.

HARBISON-WALKER REFRACTORIES CO.

Refractory Specialists



AMERICAN ARCH CO.
INCORPORATED
60 EAST 42nd STREET, NEW YORK, N. Y.
Locomotive Combustion Specialists

dividends on the common stock, and it is hoped that conditions will be such that it will be possible to resume, in the reasonably near future, dividends on such stock."

Abandonments

CHESAPEAKE & OHIO.—In a proposed report in Finance Docket 14093 Examiner Paul C. Albus has recommended that the Interstate Commerce Commission authorize this company to abandon its ferry between Trinity, Ky., and Manchester, Ohio.

CHICAGO, BURLINGTON & QUINCY.—The War Food Administrator has filed a protest with the Interstate Commerce Commission against the proposed report of Examiner W. J. Schutrumpf recommending approval of this road's application for authority to abandon its line from Sterling, Colo., to Cheyenne, Wyo., about 105 miles, contending that the examiner has not given adequate consideration to the unusual conditions arising from the war, and that the line in question should be kept in service for the benefit of farmers in its territory.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon a line from a point near Woodruff, Wis., to Star Lake, 16.8 miles. Jurisdiction is reserved for 2 years for the protection of employees who may be adversely affected.

DETROIT & MACKINAC.—In a proposed report in Finance Docket 14135 Examiner R. Romero has recommended that the Interstate Commerce Commission authorize this road to abandon a branch line from National City, Mich., to Prescott, 11.8 miles, as a consequence of loss of traffic resulting from diversion of oil shipments to a pipeline and to trucks.

MISSOURI - KANSAS - TEXAS.—This road has applied to the Interstate Commerce Commission for authority to abandon its 0.83-mile branch from Krebs Junction, Okla., to Krebs.

MISSOURI - KANSAS - TEXAS.—The Missouri-Kansas-Texas of Texas, controlled by this company, has applied to the Interstate Commerce Commission for authority to abandon its branch from Smith (formerly Echo), Tex., to Belton, 8.92 miles.

UNION PACIFIC.—This road has been authorized by Division 4 of the Interstate Commerce Commission to abandon operation of, and the Walla Walla Valley, controlled indirectly by the Northern Pacific, and the Oregon-Washington Railroad & Navigation, controlled by this company, have been authorized to abandon a branch from a point near Freewater, Ore., to Umapine, 4.14 miles. The Walla Walla Valley in addition has been authorized to abandon a 0.77-mile segment of branch line near Freewater, connecting with the branch to be abandoned.

Equipment and Supplies

LOCOMOTIVES

The NORTHERN PACIFIC has ordered eight steam locomotives of 4-6-6-4 wheel arrangement from the American Locomotive Company. War Production Board authorization to build the locomotives is reported to have been received.

The SPOKANE, PORTLAND & SEATTLE has ordered two steam locomotives of 4-6-6-4 wheel arrangement from the American Locomotive Company. War Production Board authorization to build the locomotives is reported to have been received.

The LOUISVILLE & NASHVILLE has ordered six steam freight locomotives of 2-8-4 wheel arrangement from the Baldwin Locomotive Works. War Production Board approval for the building of the locomotive is reported to have been received.

Financial

New Jersey's 1943 Railroad Tax Bill Totals $23,539,092

Property and franchise taxes amounting to $23,539,092 have been levied against railroads in New Jersey for the year 1943, as compared with $18,053,031 in 1942, an increase of $5,486,061. The levies for both years were made in accordance with the state's new railroad taxing system enacted by the legislature in 1941 under which earnings are a major factor in assessing franchises. Franchise taxes amounted to $11,063,317 for 1943 as compared with $5,851,283 last year and property taxes $12,475,775 this year as compared with $12,201,748 in 1942. Taxes levied against certain of the railroads were as follows: the Pennsylvania, $7,994,786; Central of New Jersey, $5,320,565; Reading, $691,890; Erie, $1,818,464; Delaware, Lackawanna & Western $3,211,392; New York, Susquehanna & Western, $341,441; Lehigh Valley, $2,161,110; New York Central, $904,800; and Hudson & Manhattan, $416,315.

ALTON. — *Reorganization.*—The District Court at Chicago on July 27, authorized Henry A. Gardner, trustee of the Alton, to file with the court and with the Interstate Commerce Commission, within 120 days, a plan for the reorganization of the railroad. The trustee will ask the I. C. C. to postpone a hearing on a plan which it set for September 8, in order to provide time in which to prepare the plan.

COWLITZ, CHEHALIS & CASCADE.—Promissory Notes.—Division 4 of the Interstate Commerce Commission has authorized this road, controlled by stock ownership by the Great Northern, Northern Pacific, Oregon-Washington Railroad & Navigation and Chicago, Milwaukee, St. Paul & Pacific, to issue $75,000 of non-interest bearing promissory notes in lieu of an equal amount of 4 per cent promissory notes authorized May 17, since the proprietary roads have agreed to accept such notes as evidence of loans made by them for the repair of flood damage.

GULF, MOBILE & OHIO.—*Reduction of Debt.*—Division 4 of the Interstate Commerce Commission has authorized this road to issue $15,400,000 of collateral trust bonds, including $6,700,000 of series A collateral trust bonds to mature serially, with interest rates varying from 3 to 3¾ per cent, according to the date of maturity, which were sold through competitive bidding to the only bidder, Halsey Stuart & Company, at 100.1602. The remaining $8,700,000 in the form of series B collateral trust bonds, bearing interest at 4 per cent, maturing in 1958, also were offered through competitive bidding, but no bids were received, so the issue was taken by the Reconstruction Finance Corporation to evidence a loan of equal amount.

An issue of $23,100,000 of first and refunding mortgage 5 per cent bonds, series C, due in 1963, approved by the commission at the same time, will be pledged as security for the collateral trust bonds, and the proceeds of the latter issues will be applied to the redemption of outstanding obligations at a total cost of $18,921,320, treasury funds in the approximate amount of $3,600,000 being employed to make up the difference. The obligations to be redeemed include $8,780,000 due the Reconstruction Finance Corporation as the unpaid balance on a loan, $3,941,000 of first mortgage 5½ per cent bonds, series B, of the Gulf, Mobile & Northern, and $5,496,000 of the same company's first mortgage 5 per cent bonds, series C.

HOBOKEN MANUFACTURERS. — *Reorganization.*—This company, a wholly owned subsidiary of Seatrains, Inc., has filed proceedings with the Interstate Commerce Commission for reorganization under the federal bankruptcy statutes, asserting that it is without adequate resources to meet its requirements, and in addition that it is liable for substantial per diem charges due other railroads, which it is unable to meet.

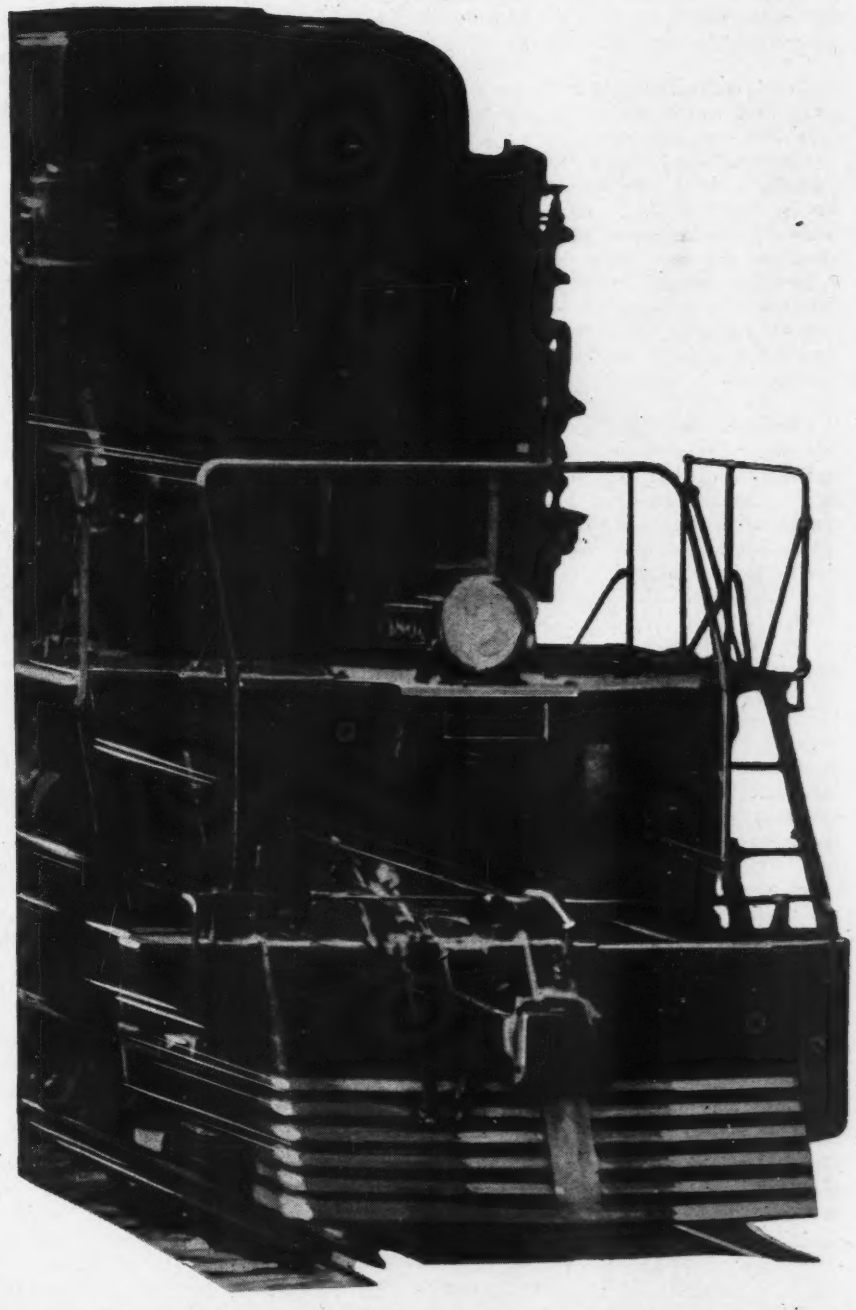
KANSAS CITY SOUTHERN.—*Merger of Subsidiaries.*—In a proposed report in Finance Docket 14192 Examiners Jerome K. Lyle and F. E. Grutzik have recommended that the Interstate Commerce Commission authorize this company (1) to acquire by merger the properties of the Texarkana & Fort Smith, controlled by it through ownership of capital stock, and (2) to assume liability for principal and interest on $10,000,000 of the subsidiary's first mortgage 5½ per cent gold bonds, series A, and its joint obligations with respect to $1,500,000 of Texarkana Union Station trust certificates. The examiners recommended further that approval of the application should be on the condition that the road should not be required to maintain any general offices, machine shops or roundhouses at any particular place, and that it should not

News Department continued on next left-hand page

The TEMPO Is *Faster and Faster*

Our nation's phenomenal production record is partially due to the steadily increasing sustained speeds of our trains . . . speeding the delivery of raw materials and finished parts to our war plants and also speeding delivery of their finished production to our armed forces.

Elesco locomotive equipment have made their contribution to these higher sustained speeds. They incorporate basically correct engineering principles, which have been progressively improved to meet the ever-faster schedules demanded by the times.



ELESCO

A-1595

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be bound by any legal or statutory obligations in this respect that might now or hereafter rest upon the subsidiary company under Texas law, citing the Supreme Court decision in *Texas* vs. *United States* as a precedent for the commission to make such a condition, as requested by the railroad.

NEW YORK, NEW HAVEN & HARTFORD.—*Reorganization Expenses.*—Division 4 of the Interstate Commerce Commission has modified its previous finding, fixing allowances for services and expenses in connection with this company's reorganization proceedings, to allot $75,000 to White & Case, counsel for the Bankers Trust Company; $25,000 to Wiggin & Dana, associate counsel, and $20,000 to Goodwin, Procter & Hoar, associate counsel.

PENNSYLVANIA.—*Bond Issue.*—After approval of the sale to Kuhn, Loeb & Co. of New York of $28,483,000 of first and refunding mortgage 3¾ per cent bonds, series D, of this Company's wholly-owned subsidiary, the Pennsylvania, Ohio & Detroit, was authorized by a majority of Division 4 of the Interstate Commerce Commission, in a report and order made public July 27, an order by Commissioner Porter 24 hours later suspended the effective date of the Division's order to and including July 31, pending the decision of the Commission on a petition for reconsideration of the case. This unusual action followed an objection to the Division's finding, filed by Otis & Co., a Cleveland banking house, acting as a Pennsylvania stockholder. The Division's report, which also authorized the Pennsylvania to assume liability for the issue as guarantor, grew out of a public hearing, reported in *Railway Age* of July 17, page 115, in which Otis & Co. intervened in opposition to the application, contending that the road could have obtained a better price or more favorable terms for the issue if it had been offered through competitive bidding.

As approved by Commissioners Porter and Miller, with Commissioner Mahaffie dissenting, the road would receive 100¼ for the issue, which has been offered to the public at 101¾. The sale to Kuhn, Loeb & Company had been consummated at 100, subject to the commission's approval, so that the terms approved represent an increase in the price agreed upon when the transaction was negotiated. The proceeds will be employed to redeem a like amount of the same subsidiary company's first and refunding mortgage 4½ per cent bonds, series A, effecting net savings over a period of 25 years of approximately $7,583,664, in addition to which a reduction of about $1,500,000 in 1943 income taxes would result.

Of the contention that the issue should have been sold through competitive bidding the division majority's report had this to say:

"In the issue and sale of securities having special characteristics, such as equipment trust obligations and securities of terminal companies guaranteed by proprietary and tenant railroad companies, it has been our established practice for a number of years to require that such securities be sold through competitive bidding, or what is tantamount thereto, the inviting of bids for the purchase thereof. This practice is understood and observed by the railroads. In the sale of other securities the negotiated price has been scrutinized in the light of the terms of each issue and the money market conditions obtaining at the time of the sale and, if the price has been found to be fair and reasonable, the issue and sale has been authorized.

"However, when we have deemed the proposed sale price to be too low, the carrier has been so advised or a minimum price has been fixed in authorizing the issue of the security. Those practices have been long established and are well understood by the railroads. We have not recently engaged in a general investigation as to the matter of competitive bidding and as a consequence promulgated a general rule in regard thereto. Nor have we, in a decision in a particular case, given any indication, as a timely notice, that such practice would be expected to be observed in future sales of railroad securities. In the absence of such general rule or a decision of similar purport these railroads have considered they should proceed along the lines heretofore followed in the sale of their securities.

"The series D bonds are the first issue of railroad bonds proposed to be sold in over 6 months and the largest in more than a year. The market therefor was undetermined and certain explorations were necessary to ascertain whether or not the bonds could be disposed of on favorable terms. The bonds have been favorably received and now to say, after the exploratory testing of the market is accomplished, and because some other prospective purchaser is willing in the light thereof to offer a higher price, that this issue is one which requires that the sale should be made only through competitive bidding, would be a conclusion not warranted by the facts."

The road's management was criticised by the division's majority, however, for failing to consult more than one investment house before concluding negotiations for the sale of the bonds, and their report said, "We are not convinced that the applicants received the best price obtainable for the bonds."

The majority went on to comment at some length on the fact that several directors of the Pennsylvania also are directors of certain insurance companies, trust companies and financial institutions that have arranged to purchase substantial amounts of the new issue, and to call attention to the argument advanced by counsel for Otis & Company that such relationships are in contravention of the intent and spirit of the Clayton Antitrust Act, though technically not in violation thereof. This question, it concluded, is "not committed to us for decision."

The transaction was approved, the report concluded, in spite of the objections outlined, because it afforded substantial savings to the company and, through the operation of a sinking fund, promised subsequent debt reduction. "There is no suggestion," it added, that the Pennsylvania, "with an investment of over 3 billion dollars, is under any obligation to any banker, rather, the proposed transaction is the result of arms-length dealing between competent parties." The higher offer of "a rival investment company at the hearing" was made, it went on to say, "on the spur of the moment and without adequate consideration."

In his dissenting report Commissioner Mahaffie took the position that the road did not adequately explore the possibility of obtaining the most favorable price, and that a portion of the retirement could have been accomplished by the use of cash on hand, so affecting a reduction in the amount of debt outstanding. He commented particularly, however, on the "interlocking relationships" of the road and various purchasers of the new issue, which he described as "not a healthy condition in railroad financing." The commission, he said, cannot properly ignore the provisions of the Clayton Act, even if it does not have the duty of enforcing it, and he directed attention to a Supreme Court finding that "it is a well settled rule that a trustee can make no profit out of his trust." Neither can the commission ignore the intent of Congress to "eliminate private profit of insiders in railroad financing," the dissent added.

TENNESSEE CENTRAL.—*R. F. C. Loan.*—This road has applied to the Interstate Commerce Commission for approval of an arrangement under which it would borrow $414,000 from the Reconstruction Finance Corporation to finance additions and betterments required to meet wartime traffic demands. The loan would be secured by $460,000 of first mortgage series A, 4 per cent bonds.

WILLAMINA & GRAND RONDE.—*Promissory Notes.*—Division 4 of the Interstate Commerce Commission has authorized this road to issue $182,124 of 3 per cent promissory notes, to be delivered to the Miami Corporation in payment of advances made for construction purposes and then to be transferred to the Long-Bell Lumber Company, which has recently acquired this road's capital stock.

Average Prices Stocks and Bonds

	July 27	Last week	Last year
Average price of 20 representative railway stocks..	37.45	39.00	26.75
Average price of 20 representative railway bonds..	78.86	80.23	64.66

Dividends Declared

Chesapeake & Ohio.—4 Per Cent Preferred A, $1.00, payable October 1.

Cleveland, Cincinnati & St. Louis.—Common, $5.00, semi-annually; 5 Per Cent Preferred, $1.25, quarterly, both payable July 31 to holders of record July 21.

Erie & Kalamazoo.—$1.50, payable August 1 to holders of record July 27.

Michigan Central.—$25.00, semi-annually, payable July 31 to holders of record July 21.

Mine Hill & Schuylkill Haven.—$1.00, semi-annually, payable August 2 to holders of record July 15.

Peoria & Bureau Valley.—$2.50, payable August 10 to holders of record July 20.

St. Louis, Rocky Mountain & Pacific.— $1.00, payable August 10 to holders of record July 24.

News Department continued on next left-hand page

QUIET! MEN WORKING

Working by *reading* is part of the job for A. S. F. research men. In fact, it *required* part. Ample time is allowed, used, and regularly reported—to keep every man abreast of the scientific literature, American and foreign, of steel-casting. A. S. F. maintains the most complete research laboratory in the industry—but it's men who make this branch of our activity a great scientific foundation—for cast steel's greater future.

AMERICAN STEEL FOUNDRIES

CHICAGO

MORE-MADE OF STEEL CAST STEEL

Railway Officers

EXECUTIVE

J. J. Anzalone has been appointed assistant to the president of the Chesapeake & Ohio, with headquarters at Cleveland, Ohio.

A. L. Coey, general superintendent of the Union Pacific at Denver, Colo., has been promoted to assistant to the vice-president—operations on joint facility, wage and labor matters, with headquarters at Omaha, Neb. The position of general superintendent at Denver has been abolished.

Charles F. Wiegele, whose promotion to assistant to the vice-president of the New York Central system, Lines West, with headquarters as before at Chicago, was reported in the *Railway Age* of July 17, was born at Carthage, Ohio, on May 17, 1889, and entered railway service on

Charles F. Wiegele

May 18, 1904, as a yard clerk of the New York Central at Ivorydale, Ohio, subsequently serving as engine dispatcher and roundhouse clerk at Sharonville, Ohio. In 1914 he was promoted to assistant trainmaster at Bellefontaine, Ohio, and on July 1, 1923, was advanced to terminal trainmaster, with headquarters at Springfield, Ohio, later serving in that capacity at Toledo, Ohio; Chicago, and Columbus, Ohio. In August, 1935, he was appointed trainmaster on the Big Four at Cincinnati, Ohio. On June 15, 1939, Mr. Wiegele was promoted to assistant to the assistant general manager of the Big Four, with headquarters at Indianapolis, Ind., and one year later he was appointed assistant to the general manager of the Chicago River & Indiana, and the Indiana Harbor Belt, at Chicago. On October 1, 1941, he was promoted to assistant general manager of those roads, holding that position until his new appointment, effective July 16.

FINANCIAL, LEGAL AND ACCOUNTING

Charles H. Diamond, whose appointment as freight claim agent of the Reading and acting freight claim agent of the Central of New Jersey, with headquarters at Philadelphia, Pa., was announced in

Charles H. Diamond

the *Railway Age* of July 24, entered railroad service on September 1, 1917, as a clerk in the freight claim department of the Reading. Mr. Diamond entered military service not long thereafter, returning to the Reading as chief accountant in the freight claim department on June 1, 1931. On January 1, 1934, he became assistant chief clerk, and in 1940 he was appointed chief clerk, holding the latter position until the time of his appointment as freight claim agent, effective July 16.

OPERATING

William Samuel Baker, whose appointment as superintendent, Tampa district of the Atlantic Coast Line, with headquarters at Tampa, Fla., was announced in the *Railway Age* of July 17,

William S. Baker

was born on September 4, 1894, at Owassa, Ala. Mr. Baker was first employed in railroad service as a telegraph operator and dispatcher of the Louisville & Nashville, resigning from that position in 1919 to become dispatcher on the Charleston district of the Atlantic Coast Line. He subsequently served as chief dispatcher at Montgomery, Ala., and in November, 1927, was appointed trainmaster at Montgomery, later being transferred successively to Savannah, Ga., and Dothan, Ala. On July 11, 1942, Mr. Baker was appointed acting superintendent, Jacksonville terminals district, which position he held until his recent appointment as superintendent, Tampa district.

Willard Hugh Kyle, acting superintendent of the Montreal terminals of the Canadian National, has been appointed superintendent of the Montreal terminals and St. Jerome division, with jurisdiction over the Canadian National station, now in operation. **J. A. O. Boivin,** assistant superintendent of the Montreal terminals, has been appointed to the newly created position of transportation assistant. **George Vincent Savage,** transportation inspector at Toronto, Ont., has been appointed acting superintendent, freight transportation, Montreal terminals, and **G. F. Nelson,** formerly general yardmaster, has been ap-

Willard H. Kyle

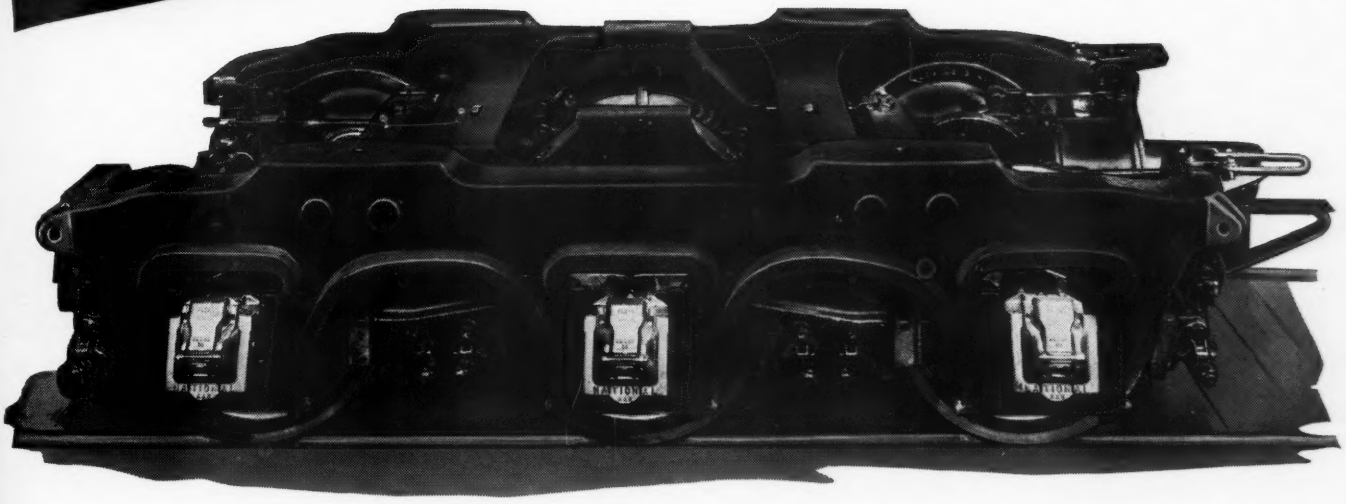
pointed acting superintendent, passenger transportation, Montreal terminals. Mr. Kyle entered railroad service in May, 1924, as a chainman in the office of the general superintendent of the Canadian National at Montreal, Que., and in 1926 he was promoted to instrumentman, becoming assistant engineer in 1929. Mr. Kyle was appointed division engineer in the transportation department in March, 1939, and in October, 1942, he was appointed acting superintendent of the Montreal terminals, the position he held at the time of his recent appointment.

J. G. Kimmel, trainmaster of the Union Pacific at The Dalles, Ore., has been promoted to division superintendent, with headquarters at La Grande, Ore. **L. F. Carroll,** assistant superintendent at La Grande, has been transferred to The Dalles. **H. E. Read** has been appointed trainmaster, with headquarters at Centralia, Wash. **Carl T. Wizeman** and **H. C. Holmes** have been appointed trainmasters at La Grande. **M. J. Smith** and **F. J.**

News Department continued on second right-hand page

A New, Improved COMMONWEALTH 6-WHEEL TENDER TRUCK

- Lighter in Weight
- Swing-motion Bolster
- Equalized
- Lower Maintenance



This latest Commonwealth tender truck follows the principles of passenger car truck design, yet it has been simplified for tender service.

Improvements include ample spring deflection, a minimum of unsprung weight, easy inspection of brake shoes and heads. This truck lessens wheel tread and flange wear.

In service on Illinois Central, Soo Line and R. F. & P.

GENERAL STEEL CASTINGS

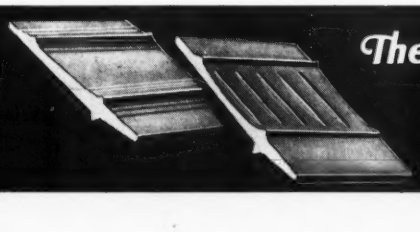
EDDYSTONE, PA. GRANITE CITY, ILL. MADISON, ILL.

Taking a Beating, but Winning a Cause

Track maintenance crews are among the unsung heroes of this war. Fighting time, interrupted by constant heavy traffic, handicapped for material, yet persevering against all.

These men are holding the transportation lines open to meet any demand imposed by a nation at war.

CF&I STEEL



The Colorado Fuel and Iron Corporation

General Offices: Denver, Colorado

Dugan have been appointed day and night assistant superintendents of the Union Passenger Station, Omaha, respectively. **G. W. Williams** has been appointed trainmaster, with headquarters at Las Vegas, Nev.

J. H. Darling has been appointed assistant superintendent of the 7th and 8th subdivisions and branches on the Wyoming division of the Union Pacific, with headquarters at Green River, Wyo. **E. H. Murphy** has been appointed trainmaster, at Ogden, Utah, and **A. P. Hansen** has been appointed trainmaster at Cheyenne, Wyo.

George J. Mulick, superintendent of the Nebraska division of the Union Pacific, has been promoted to general superintendent of the Eastern district, with headquarters as before at Omaha, Neb. **R. A. Roberts,** assistant superintendent at Marysville, Kan., has been advanced to superintendent of the Colorado division, with headquarters at Denver, Colo., succeeding **H. E. Shumway,** who has been transferred to Omaha, replacing Mr. Mulick. **E. R. Merriman,** trainmaster at Salina, Kan., has been promoted to assistant superintendent, with headquarters at Marysville, succeeding Mr. Roberts, and **E. Ruf,** night general yardmaster at Omaha, has been advanced to trainmaster, with headquarters at Salina, succeeding Mr. Merriman.

John P. Cameron, whose promotion to division superintendent of the Great Northern, with headquarters at Grand Forks, N. D., was reported in the *Railway Age* of July 17, was born at Aberdeen, Scotland, on November 21, 1892, and entered railway service on September 29, 1910, as a brakeman on the Minot division of the Great Northern, subsequently serving as a conductor at Breckenridge, Minn. On January 1, 1919, he was promoted to trainmaster, with headquarters at Grand Forks, later serving in that capacity at New Rockford, N. D., and Sioux City, Iowa, until February 1, 1921, when he returned to Breckenridge as a conductor. On May 5, 1928, Mr. Cameron again became trainmaster, with headquarters at New Rockford, and was transferred to Minot, N. D., in 1931. In 1937 he was transferred to Willmar, Minn., and to Grand Forks in 1942. He was promoted to his new position on July 16.

Leslie T. Wright, whose promotion to superintendent of the Grand Junction division of the Denver & Rio Grande Western, with headquarters at Grand Junction, Colo., was reported in the *Railway Age* of July 17, was born at Granby, Mo., on October 20, 1894, and entered railway service in 1909 as a telegraph operator of the Missouri Pacific at Glen Elder, Kan. He subsequently served in that capacity at various points on the M. P., and on the Chicago, Milwaukee & Puget Sound (now the Chicago, Milwaukee, St. Paul & Pacific), returning to the Missouri Pacific in 1913 as a telegrapher, and being promoted to dispatcher at Concordia, Kan., in 1917. In August, 1917, Mr. Wright became an operator and dispatcher on the D. & R. G. W., at Pueblo, Colo., and was advanced to chief dispatcher three years later. In 1937 he was promoted to trainmaster at Pueblo, and in February, 1942, he was advanced to assistant superintendent of transportation, with headquarters at Denver, Colo., holding that position until his new appointment.

TRAFFIC

J. Gonzalez Pena has been appointed general agent of the Missouri Pacific, with headquarters at Monterey, Mexico.

C. L. Binger. general freight agent of the Chicago, South Shore & South Bend, has been promoted to freight traffic manager, with headquarters as before at Chicago.

L. A. Brockwell, whose appointment as freight traffic manager of the Southern Pacific at New York, was announced in the *Railway Age* of July 24, entered railroad service in 1915, as a clerk of the Southern Pacific at Portland, Ore., and

L. A. Brockwell

subsequently became traveling freight and passenger agent, with headquarters at Seattle, Wash. Mr. Brockwell was appointed district freight agent at Portland in 1920, and remained in that position until 1933 when he became assistant general freight agent with the same headquarters, being transferred to San Francisco, Cal., in 1936. In 1942 Mr. Brockwell was appointed assistant to freight traffic manager in charge of rates and divisions at San Francisco, the position he held at the time of his recent appointment as freight traffic manager at New York.

T. L. Green, whose promotion to assistant general manager of the Indiana Harbor Belt, and the Chicago River & Indiana (subsidiaries of the New York Central) with headquarters at Chicago was reported in the *Railway Age* of July 17, was born at Porter, Ind., on October 30, 1883, and began his railway career as a telegraph operator on the Western division of the Michigan Central, serving in that capacity at various points until January 1, 1908, when he was promoted to train dispatcher on the Western division, with headquarters at Michigan City, Ind. On December 10, 1917, he was promoted to chief train dispatcher of the same division, with headquarters at Chicago, and on

T. L. Green

February 1, 1923, he was advanced to trainmaster at Michigan City. On May 1, 1932, Mr. Green was appointed to the newly created position of assistant superintendent of the Western division of the New York Central, with headquarters at Niles, Mich., and on June 1, 1933, he was transferred to Chicago. In June, 1938, he was promoted to superintendent of the Western division with the same headquarters, holding that position until his new appointment, effective on August 1.

Roy C. Klostermeyer, formerly general agent of the Quanah, Acme & Pacific, with headquarters at Pittsburgh, Pa., has been appointed general agent of the Alton, with headquarters at Cleveland, Ohio, a newly-created position.

H. S. Williams has been appointed district freight agent of the Seaboard Air Line with headquarters at Greenville, S. C., succeeding **J. F. Rivers,** who has been promoted to division freight agent at Jacksonville, Fla., succeeding **B. J. King,** whose appointment as assistant general freight agent at Miami, Fla., was announced in the *Railway Age* of July 24.

Harley Adkins, general agent of the Union Pacific, with headquarters at Spokane, Wash., has returned to his desk after being on a three-month leave of absence on account of illness. **J. H. Cunningham,** who has been acting agent at Spokane during Mr. Adkins' absence, has returned to Walla Walla, Wash., where he is general agent.

Howard Lowder, whose promotion to general passenger agent of the Pullman Company, with headquarters at Chicago, was reported in the *Railway Age* of July 24, was born at Newfield, N. J., on August 15, 1884, and entered Pullman service on March 19, 1908, as a relief ticket agent. He served in that capacity at Atlantic City, N. J.; Philadelphia, Pa.; New York; Portland, Ore.; Denver, Colo.; Jackson-

News Department continued on next left-hand page

ville, Fla.; Baltimore, Md., and Washington, D. C., until 1911 when he was promoted to ticket agent, with headquarters at Miami, Fla., during the Winter season, and at Yellowstone Park, Wyo., during the summer months. In 1921 Mr. Lowder was transferred to Philadelphia, and in 1923 to Miami. One year later he was advanced to district passenger agent, with headquarters at New York, and in 1937 he was promoted to assistant general passenger agent, with the same headquarters. On June 1, 1942, he was advanced to first assistant general passenger agent, holding that position until his new appointment, effective July 15.

H. A. Eberhart, assistant general traffic manager of the Wheeling & Lake Erie, has been promoted to freight traffic manager, with headquarters as before at Cleveland, Ohio, succeeding **R. F. Smith,** whose promotion to vice-president in charge of traffic was reported in the *Railway Age* of July 24. **T. A. Weybrecht,** general freight agent, has been advanced to assistant freight traffic manager, replacing Mr. Eberhart under a new title.

ENGINEERING & SIGNALING

L. W. Perry has been appointed assistant to timber engineer of the New York Central, with headquarters at New York, and **L. M. Slattery** has been appointed general lumber and tie inspector, with headquarters at Cleveland, Ohio.

Thomas H. Friedlin whose appointment as timber engineer of the New York Central system, with headquarters at New York was announced in the *Railway Age* of July 24, was born on September 17, 1888, at Portsmouth, Va., and was graduated from Virginia Polytechnic Institute in 1911. Mr. Friedlin entered railroad service in 1911 as chainman on the Pennsylvania division of the New York Central, and subsequently served on that division as rodman, draftsman, transitman, and bridge inspector. In 1915 he was appointed assistant treatment inspector of the plant at Rome, N. Y., and in 1916 became general tie inspector at Mobile, Ala. Mr. Friedlin was appointed chief lumber and tie inspector at New York in 1920 and served in that position until his recent appointment as timber engineer at New York.

Thomas H. Friedlin

Hugh Browning Holmes, whose retirement as chief engineer of the Georgia & Florida at Augusta, Ga., was announced in the *Railway Age* of July 24, was born on July 13, 1875, at Ferris, Ill., and attended the University of Iowa. During his summer vacation periods in 1899 and 1900, Mr. Holmes served as rodman, chainman and timekeeper of the Chicago, Burlington & Quincy. Subsequently he served as rodman, topographer, levelman, transitman, office engineer, and assistant to superintendent of construction of the Kansas City, Mexico & Orient, in Mexico, and as resident engineer of the Chihuahua & Pacific. In 1910 he was appointed assistant to chief engineer of the Kansas City, Mexico & Orient at Kansas City, Mo., and in 1913, he became resident engineer, being advanced to chief engineer in February, 1917. Later in 1917, Mr. Holmes became consulting engineer on the staff of Coverdale & Colpitts, engineers, at New York, becoming principal assistant engineer in charge of the New York office of that firm in 1918. In 1920 he went with the Pittsburgh & West Virginia as chief engineer, with headquarters at Pittsburgh, Pa., and in 1923 he became consulting engineer at Pittsburgh. In 1926, Mr. Holmes joined the staff of the Georgia & Florida as chief engineer at Augusta, remaining in that capacity until he retired, at his own request, on July 1.

MECHANICAL

Paul N. Fox has been appointed mechanical engineer of the Detroit, Toledo & Ironton, with headquarters at Dearborn, Mich.

J. N. Glover has been appointed supervisor of oil-gas-electric mobile power of the Union Pacific, with headquarters at Omaha, Neb., succeeding **O. J. Mitchell,** deceased.

H. H. Niemeyer, acting general boiler inspector of the Chicago, Burlington & Quincy, Lines East of the Missouri river has been promoted to general boiler inspector, with headquarters as before at Chicago.

George Stanley Webb, whose appointment as superintendent of motive power of the Southern division of the Pennsylvania, with headquarters at Wilmington, Del., was announced in the *Railway Age* of July 3, was born on April 20, 1897, at New Athens, Ohio, and was graduated from the University of Illinois in 1920. Mr. Webb, who has had a varied experience in the operation and maintenance of steam and electric equipment, entered railroad service in June, 1920, as an employee of the Chicago Elevated railroad, and in October of that year, he became a draftsman in the office of the electrical engineer of the Pennsylvania at Altoona, Pa. He subsequently served as special electrical apprentice, motive power inspector, and assistant master mechanic of the West Jersey & Seashore (now Pennsylvania-Reading Seashore Lines); assistant master mechanic of the Long Island and assistant master mechanic of the Philadelphia terminal division of the Pennsylvania. In 1932 he was appointed electrical foreman at Wilmington, and thereafter served successively as assistant foreman in the office of the electric engineer; general electrician of the Eastern region, in the office of the general superintendent of motive power; assistant master mechanic at Columbus, Ohio, and master mechanic of the Chicago terminal and Logansport division.

George S. Webb

Mr. Webb served in the latter position until his recent appointment as superintendent motive power at Wilmington.

SPECIAL

Dr. J. M. L. Jensen, assistant chief surgeon of the Chicago, Rock Island & Pacific, has been commissioned a lieutenant, senior grade, U. S. Navy, and has been assigned to Navy Pier, Chicago.

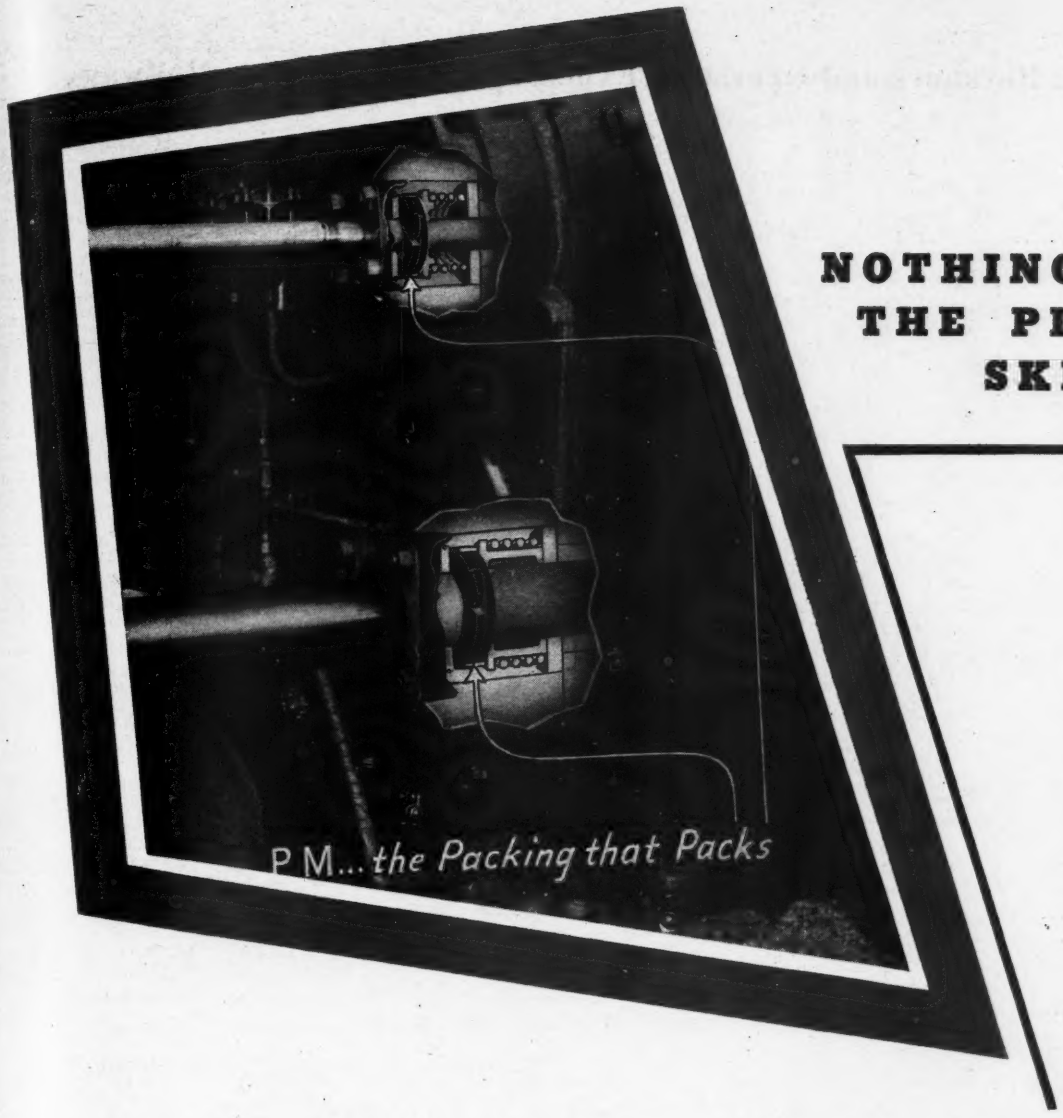
Dr. A. J. Gilchrist, medical officer in charge of treatments and examinations of the Canadian National, has been appointed assistant chief medical officer, with headquarters as before at Montreal, Que. During his association with the Canadian National, Dr. Gilchrist has carried on most of the medico-legal work for that road at Montreal.

OBITUARY

George Washington McGuire, trainmaster of the Saint Paul Union Depot company at St. Paul, Minn., died on July 20 at the age of 61.

Charles H. Chabot, general agent of the Wharton & Northern and the Mount Hope Mineral at Wharton, N. J., died on July 24, at his home in Wharton at the age of 41.

Table of Operating Revenues and Expenses appears on next left-hand page



NOTHING TAKES THE PLACE OF SKILL!

Otto C. Gehrman, P-M's oldest and first employee—43 years and still at work. Gehrman is Machine Shop Superintendent.

J.J. Keliher, Assist. ant to the President and Chief Service Engineer at P-M is an old timer in the packing business, 31 years of service

P. A. Pounds, Vice President at P-M, has been with the organization since 1916, 27 years in the manufacture of metallic packing.

Today, more than ever before, efficient packing is needed for piston rods and valve stems. More power is required for longer and heavier freight trains. Troop loads put extra demands on locomotives. P-M packing will seal both high and low pressures properly and add the dependability and long-lasting qualities you need in a strenuous war transportation program.

For over 43 years, P-M packing has been a standard in the steam power field. The men of Paxton-Mitchell know their jobs, and know them well. Years of experience in the packing business has taught that it's the little things that count . . . skill in designing and producing are the secrets in P-M's assurance that P-M packing is truly the "packing that packs."

PAXTON-MITCHELL COMPANY

OMAHA 5, NEBR., U.S.A.
P-M METALLIC ROD PACKING
P-M IRON AND BRONZE CASTINGS

Operating Revenues and Operating Expenses of Class I Steam Railways

FOR THE MONTH OF MAY, 1943 AND 1942

Item	United States		Eastern District		Southern District		Western District	
	1943	1942	1943	1942	1943	1942	1943	1942
Miles of road operated at close of month	229,357	231,368	56,443	56,891	43,431	43,820	129,483	130,657
Revenues:								
Freight	$573,787,919	$487,980,803	$226,475,569	$203,105,194	$112,625,427	$100,570,936	$234,686,923	$184,304,673
Passenger	133,580,819	74,344,666	53,946,547	35,410,653	28,280,356	14,312,095	51,353,916	24,621,918
Mail	10,018,690	8,928,984	3,499,916	3,229,527	1,841,117	1,628,779	4,677,657	4,070,678
Express	9,709,390	7,214,149	2,916,309	2,522,332	1,619,540	1,479,403	5,173,541	3,212,414
All other operating revenues	32,233,909	22,595,196	15,442,039	10,626,759	3,965,495	2,872,533	12,826,375	9,095,904
Railway operating revenues	759,330,727	601,063,798	302,280,380	254,894,465	148,331,935	120,863,746	308,718,412	225,305,587
Expenses:								
Maintenance of way and structures	87,899,006	66,162,533	32,845,218	26,822,160	15,685,897	10,690,985	39,367,891	28,649,388
Maintenance of equipment	115,673,430	99,752,629	49,132,243	44,546,350	22,504,888	19,347,200	44,036,299	35,859,079
Traffic	10,591,650	9,753,343	3,932,842	3,577,709	2,037,701	1,892,691	4,621,107	4,282,943
Transportation—Rail line	217,165,497	181,477,490	97,250,723	82,900,195	38,548,409	31,437,482	81,366,366	67,139,813
Transportation—Water line	d 13	d 40,154	.....	.....	.....	..... d	13 d	40,154
Miscellaneous operations	8,505,069	5,529,539	3,071,989	2,275,089	1,379,354	877,634	4,053,726	2,376,816
General	14,527,065	12,812,510	5,744,190	5,134,707	2,958,453	2,464,864	5,824,422	5,212,939
Railway operating expenses	454,361,704	375,447,890	191,977,205	165,256,210	83,114,701	66,710,856	179,269,798	143,480,824
Net revenue from railway operations	304,969,023	225,615,908	110,303,175	89,638,255	65,217,234	54,152,890	129,448,614	81,824,763
Railway tax accruals	160,595,803	100,188,730	55,842,595	39,798,664	38,642,200	29,172,853	66,111,008	31,217,213
Railway operating income	144,373,220	125,427,178	54,460,580	49,839,591	26,575,034	24,980,037	63,337,606	50,607,550
Equipment rents—Dr. balance	12,617,801	12,448,374	5,334,334	6,137,661	1,068,841	1,150,618	6,214,626	5,160,095
Joint facility rent—Dr. balance	3,586,398	3,311,242	1,806,769	1,861,649	420,331	331,027	1,359,298	1,118,566
Net railway operating income	128,169,021	109,667,562	47,319,477	41,840,281	25,085,862	23,498,392	55,763,682	44,328,889
Ratio of expenses to revenue (per cent)	59.8	62.5	63.5	64.8	56.0	55.2	58.1	63.7
Depreciation included in operating expenses	26,469,517	20,213,609	11,393,714	9,218,933	5,020,438	3,902,534	10,055,365	7,092,142
Deferred maintenance — Way and structures	d 150,383	..... d	23,792	.....	.....	..... d	126,591	.....
Amortization of Defense projects	11,004,947	6,754,323	3,936,911	2,057,809	2,702,887	1,886,130	4,365,149	2,810,384
Deferred maintenance—Equipment	d 87,506	.....	.....	..... d	7,037	..... d	80,469	.....
Major repairs—Equipment	150,000	.....	.....	.....	.....	.....	150,000	.....
Pay-roll taxes	16,758,311	13,818,088	7,116,503	6,113,159	3,054,681	2,511,584	6,587,127	5,193,345
Federal income taxes*	118,558,712	64,484,416	37,521,782	23,780,636	30,741,016	22,555,805	50,295,914	18,147,975
All other taxes	25,278,780	21,886,226	11,204,310	9,904,869	4,846,503	4,105,464	9,227,967	7,875,893

FOR FIVE MONTHS ENDED WITH MAY, 1943 AND 1942

Miles of road operated at close of month	229,505	231,530	56,493	56,910	43,458	43,881	129,554	130,739
Revenues:								
Freight	$2,756,728,596	$2,171,819,065	$1,091,226,210	$913,987,017	$551,861,066	$435,274,873	$1,113,641,320	$822,557,175
Passenger	601,893,024	310,010,204	239,369,310	149,978,120	129,460,121	59,969,533	233,063,593	100,062,551
Mail	49,067,882	44,008,768	17,240,895	16,019,476	8,839,178	7,863,600	22,987,809	20,125,692
Express	51,436,970	33,027,151	18,325,382	11,386,446	8,806,743	6,183,695	24,304,845	15,457,010
All other operating revenues	140,166,525	98,206,423	62,698,928	47,214,998	19,033,982	13,053,838	58,433,615	37,937,587
Railway operating revenues	3,599,292,997	2,657,071,611	1,428,860,725	1,138,586,057	718,001,090	522,345,539	1,452,431,182	996,140,015
Expenses:								
Maintenance of way and structures	396,894,648	280,407,038	152,988,796	113,428,510	72,960,522	51,574,364	170,945,330	115,404,164
Maintenance of equipment	557,252,574	481,312,474	240,934,774	219,370,237	105,511,844	91,298,345	210,805,956	170,643,892
Traffic	51,132,563	48,395,798	18,696,339	17,511,234	9,855,331	9,684,640	22,580,893	21,199,924
Transportation—Rail line	1,059,838,323	878,857,157	482,094,137	405,176,282	182,910,199	150,039,338	394,833,987	323,641,537
Transportation—Water line	4,279	22,362	.....	.....	.....	.....	4,279	22,362
Miscellaneous operations	41,033,907	25,835,519	14,858,646	10,629,873	6,830,984	4,332,781	19,344,277	10,872,865
General	72,457,578	63,960,080	29,608,984	25,686,720	14,190,221	12,300,260	28,658,373	25,973,100
Railway operating expenses	2,178,613,872	1,778,790,428	939,181,676	791,802,856	392,259,101	319,229,728	847,173,095	667,757,844
Net revenue from railway operations	1,420,679,125	878,281,183	489,679,049	346,783,201	325,741,989	203,115,811	605,258,087	328,382,171
Railway tax accruals	746,121,013	377,791,527	249,429,433	155,937,406	192,694,590	98,862,084	303,996,990	122,992,037
Railway operating income	674,558,112	500,489,656	240,249,616	190,845,795	133,047,399	104,253,727	301,261,097	205,390,134
Equipment rents—Dr. balance	61,224,892	52,236,861	25,419,700	26,075,957	5,107,137	3,091,888	30,698,055	23,069,016
Joint facility rent—Dr. balance	17,045,071	15,306,956	8,648,557	8,264,807	2,017,531	1,630,604	6,378,983	5,411,545
Net railway operating income	596,288,149	432,945,839	206,181,359	156,505,031	125,922,731	99,531,235	264,184,059	176,909,573
Ratio of expenses to revenue (per cent)	60.5	66.9	65.7	69.5	54.6	61.1	58.3	67.0
Depreciation included in operating expenses	132,628,536	97,243,263	56,541,696	43,905,631	25,254,283	19,921,240	50,832,557	33,416,392
Deferred maintenance — Way and structures	d 352,612	..... d	123,289	.....	.....	..... d	229,323	.....
Amortization of Defense projects	51,670,565	26,418,316	19,333,608	8,832,453	12,760,997	6,682,504	19,575,960	10,903,359
Deferred maintenance—Equipment	d 255,356	.....	.....	..... d	26,288	..... d	229,068	.....
Major repairs—Equipment	700,000	.....	.....	.....	.....	.....	700,000	.....
Pay-roll taxes	80,448,468	66,841,985	34,520,399	29,589,371	14,292,183	11,908,914	31,635,886	25,343,700
Federal income taxes*	544,787,463	205,640,940	162,701,197	80,125,476	153,871,012	65,804,365	228,215,254	59,711,099
All other taxes	120,885,082	105,308,602	52,207,837	46,222,559	24,531,395	21,148,805	44,145,850	37,937,238

* Includes income tax, surtax, and excess-profits tax.

d Decrease, deficit, or other reverse items.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.
(Switching & Terminal Companies not included.)

Table of Freight Operating Statistics appears on next left-hand page

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That means an advance behind a curtain of shrieking steel . . . continuous barrage blasting our enemies round-the-clock until they say Uncle!

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So our war planners have flashed an urgent message *to keep the steel coming*. And remember, half of the huge production will be scrap. Will we make it? Of course we will!

Be Wise—Organize!

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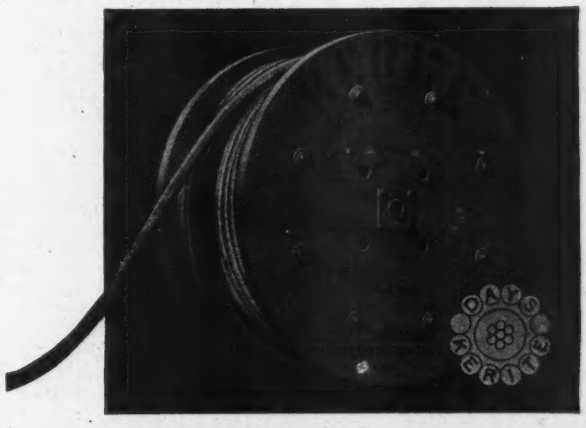

THE CAREFUL INVESTOR JUDGES A SECURITY
BY THE HISTORY OF ITS PERFORMANCE
KERITE
IN OVER THREE-QUARTERS OF A
CENTURY OF CONTINUOUS PRODUCTION HAS
ESTABLISHED A RECORD OF PERFORMANCE
THAT IS UNEQUALLED IN THE HISTORY OF
INSULATED WIRES AND CABLES
THE KERITE INSULATED WIRE & CABLE COMPANY INC
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Freight Operating Statistics of Large Steam Railways—

Region, road, and year		Miles of road operated	Train-miles	Locomotive-miles: Principal and helper	Locomotive-miles: Light	Car-miles: Loaded (*thousands*)	Car-miles: Per cent loaded	Ton-miles (*thousands*): Gross excl. locos. & tenders	Ton-miles (*thousands*): Net-rev. and non-rev.	Road locos. on line: Serviceable: Unstored	Road locos. on line: Serviceable: Stored	Road locos. on line: B. O.	Road locos. on line: Per cent B. O.
New England Region:													
Boston & Albany	1943	362	171,780	207,816	30,547	4,321	62.6	290,613	124,806	75	1	18	19.1
	1942	362	218,184	263,547	50,298	5,815	56.8	411,785	166,646	67	..	19	22.1
Boston & Maine	1943	1,812	397,674	469,614	57,359	13,673	65.5	916,529	417,364	150	..	30	16.7
	1942	1,853	414,792	485,415	52,054	14,289	62.8	963,422	419,134	150	5	25	13.9
N. Y., New H. & Hartf.†	1943	1,815	528,169	667,535	60,518	19,002	66.0	1,213,336	537,179	213	5	41	17.9
	1942	1,821	538,019	698,821	59,199	19,450	63.5	1,240,090	521,862	227	..	33	15.2
Great Lakes Region:													
Delaware & Hudson	1943	848	341,278	414,268	37,945	13,421	66.4	969,695	513,770	150	45	39	16.7
	1942	849	384,479	494,130	46,177	13,870	61.8	1,023,765	515,590	166	11	45	20.3
Del., Lack. & Western	1943	972	418,695	515,649	108,547	19,259	64.6	1,317,256	610,971	165	3	34	16.8
	1942	982	375,889	437,749	67,044	15,671	65.2	1,059,112	490,197	149	19	31	15.6
Erie	1943	2,242	1,087,880	1,172,913	87,041	49,799	65.7	3,272,095	1,478,965	318	5	77	19.3
	1942	2,251	931,220	997,059	75,993	42,825	65.3	2,795,348	1,198,116	296	11	99	24.4
Grand Trunk Western	1943	1,026	305,485	309,908	2,410	9,008	60.0	631,554	272,486	71	2	12	14.1
	1942	1,026	226,917	243,230	1,748	7,513	61.4	498,956	196,933	63	4	15	18.3
Lehigh Valley	1943	1,248	491,035	556,159	85,269	20,739	60.5	1,502,068	713,727	140	..	17	10.8
	1942	1,251	440,395	488,772	88,074	18,305	62.2	1,293,835	609,489	148	..	39	20.9
New York Central	1943	10,365	3,983,689	4,333,040	273,834	149,444	60.3	10,840,622	5,009,330	1,204	9	202	14.3
	1942	10,494	3,714,842	4,056,700	269,508	137,049	57.9	10,037,071	4,472,813	1,139	3	272	19.2
New York, Chi. & St. L.	1943	1,657	849,590	864,987	12,312	32,029	64.7	2,152,926	979,739	168	..	19	10.2
	1942	1,657	866,860	878,806	10,890	31,198	61.7	2,122,557	904,001	162	..	13	7.4
Pere Marquette	1943	1,975	462,558	482,420	12,311	14,455	65.1	995,877	471,181	137	2	23	14.2
	1942	2,021	399,672	406,381	6,465	11,575	62.0	801,160	354,953	144	..	21	12.7
Pitts. & Lake Erie	1943	231	94,532	98,597	564	4,355	68.2	373,782	228,953	37	..	12	24.5
	1942	232	110,876	114,232	....	4,699	62.4	413,042	242,217	50	2	11	17.5
Wabash	1943	2,381	756,555	779,912	16,886	27,971	69.1	1,826,660	838,791	183	7	34	15.2
	1942	2,381	789,932	810,577	17,118	27,703	63.5	1,834,499	774,347	169	20	50	20.9
Central Eastern Region:													
Baltimore & Ohio	1943	6,116	2,551,299	3,165,026	358,327	85,618	61.7	6,317,527	3,096,541	929	3	198	17.5
	1942	6,215	2,464,309	3,108,047	335,075	80,755	60.1	5,956,775	2,823,086	942	12	205	17.7
Central of New Jersey†	1943	657	287,238	327,431	60,137	9,014	63.7	652,398	338,137	135	2	16	10.5
	1942	661	256,051	291,814	59,169	8,471	59.3	644,649	327,876	117	9	19	13.1
Chicago & Eastern Ill.	1943	912	315,697	328,811	9,687	9,167	57.0	669,286	293,596	77	..	8	9.4
	1942	925	187,910	188,295	3,439	4,852	63.7	329,205	148,976	51	4	13	19.1
Elgin, Joliet & Eastern	1943	392	142,269	145,708	2,840	3,784	65.3	299,241	164,209	68	..	8	10.5
	1942	392	149,153	150,761	986	4,053	62.0	319,358	165,353	68	..	11	13.9
Long Island	1943	374	36,922	38,584	17,132	380	55.2	30,560	14,032	44	..	4	8.3
	1942	374	31,055	32,734	20,059	312	52.1	24,943	10,669	40	1	6	12.8
Pennsylvania System	1943	9,940	5,060,413	5,926,773	825,258	190,057	60.4	14,109,652	6,804,046	1,966	..	187	8.7
	1942	9,952	5,025,645	5,926,729	729,769	185,970	59.6	13,735,226	6,442,063	2,011	9	143	6.6
Reading	1943	1,417	613,291	688,621	91,044	20,242	62.7	1,534,347	820,469	277	11	40	12.2
	1942	1,423	631,378	706,259	95,458	19,722	59.8	1,548,210	801,004	283	12	32	9.8
Pocahontas Region:													
Chesapeake & Ohio	1943	3,031	1,095,645	1,176,852	58,919	50,414	56.9	4,390,135	2,502,202	431	1	77	15.1
	1942	3,050	1,162,016	1,242,139	61,235	53,723	55.8	4,671,767	2,593,329	402	9	76	15.6
Norfolk & Western	1943	2,134	841,684	912,435	64,515	36,670	56.5	3,284,632	1,792,241	321	16	11	3.2
	1942	2,142	820,939	873,261	57,869	36,748	56.8	3,257,679	1,778,992	305	10	28	8.2
Southern Region:													
Atlantic Coast Line	1943	4,951	1,141,221	1,171,398	16,831	31,387	61.3	2,131,990	921,219	365	..	29	7.4
	1942	4,984	1,082,831	1,106,231	15,208	28,021	60.6	1,843,172	743,849	341	..	29	7.8
Central of Georgia†	1943	1,783	353,678	365,229	6,328	8,320	71.7	545,331	256,209	110	..	7	6.0
	1942	1,783	301,134	304,659	4,950	6,834	68.3	436,735	190,903	109	..	12	9.9
Gulf, Mobile & Ohio	1943	1,962	387,230	479,278	2,460	12,263	67.6	837,319	407,306	118	..	5	4.1
	1942	1,959	336,439	418,745	6,859	11,824	70.2	743,213	345,018	110	..	8	6.8
Illinois Central (incl. Yazoo & Miss. Vy)	1943	6,349	1,974,104	1,999,539	37,633	74,751	61.1	5,371,571	2,495,086	608	..	81	11.8
	1942	6,500	1,941,932	1,953,715	34,511	66,121	59.4	4,708,306	2,090,368	634	10	71	9.9
Louisville & Nashville	1943	4,736	1,728,473	1,894,905	47,970	42,995	60.7	3,203,739	1,557,264	447	1	44	8.9
	1942	4,789	1,696,553	1,850,916	49,992	42,722	60.2	3,165,235	1,526,364	416	5	56	11.7
Seaboard Air Line*	1943	4,166	1,036,614	1,174,162	10,719	27,675	65.4	1,883,109	821,036	286	..	49	14.6
	1942	4,232	997,491	1,082,620	11,678	26,866	64.2	1,813,208	780,743	277	1	29	9.4
Southern	1943	6,478	2,307,317	2,358,257	32,303	49,789	67.3	3,295,914	1,529,234	606	..	72	10.6
	1942	6,469	2,158,685	2,199,589	32,390	47,053	63.6	3,056,348	1,334,770	584	..	91	13.5
Northwestern Region:													
Chi. & North Western†	1943	8,098	1,037,153	1,081,790	21,956	32,786	65.4	2,280,044	1,065,545	388	39	73	14.6
	1942	8,262	987,803	1,019,622	19,298	31,509	64.6	2,129,249	898,006	346	43	142	26.7
Chicago Great Western	1943	1,445	292,490	300,134	6,315	8,807	66.7	604,710	271,374	76	..	5	6.2
	1942	1,447	278,427	283,033	4,999	8,228	64.5	541,371	217,940	76	2	10	11.4
Chi., Milw., St. P. & Pac.†	1943	10,757	1,570,096	1,674,737	67,822	51,185	67.7	3,473,214	1,652,998	502	42	69	11.3
	1942	10,813	1,438,141	1,501,635	60,519	45,720	64.8	3,119,763	1,429,038	459	77	84	13.5
Chi., St. P., Minneap. & Om.	1943	1,614	197,359	207,625	10,683	5,119	66.9	350,604	159,384	92	33	8	6.0
	1942	1,618	226,965	242,015	11,254	5,582	64.1	376,993	164,716	109	14	6	4.7
Duluth, Missabe & I. R.	1943	546	155,691	156,369	1,018	8,294	51.1	762,210	465,222	53	5	5	7.9
	1942	543	173,213	174,428	1,696	9,464	51.0	833,607	503,510	55	2	3	5.0
Great Northern	1943	8,022	1,161,830	1,160,840	39,656	46,857	69.7	3,397,983	1,778,877	374	19	64	14.0
	1942	7,982	1,090,312	1,087,114	34,285	41,341	62.6	3,127,142	1,549,103	382	36	71	14.5
Minn., St. P. & S. St. M.†	1943	4,258	419,957	427,022	5,951	11,024	66.1	761,652	367,304	129	3	6	4.3
	1942	4,258	444,448	451,755	7,171	11,456	63.3	788,288	361,424	129	1	9	6.5
Northern Pacific	1943	6,572	958,590	1,023,727	77,144	38,297	73.0	2,572,251	1,315,160	377	10	54	12.2
	1942	6,593	842,233	900,462	63,298	32,081	72.1	2,085,440	1,016,310	327	39	73	16.6
Central Western Region:													
Alton†	1943	915	278,003	300,720	846	7,856	69.6	528,184	258,812	74	..	7	8.6
	1942	915	274,371	299,708	1,378	7,077	61.4	489,648	189,399	70	1	2	2.7
Atch., Top. & S. Fe. (incl. G. C. & S. F. & P. & S. F.)	1943	13,148	3,171,286	3,452,647	227,630	105,949	63.8	7,261,953	2,914,618	816	..	98	10.7
	1942	13,362	3,185,785	3,514,369	204,253	96,543	57.5	6,954,957	2,465,859	798	24	98	10.7
Chi., Burl. & Quincy	1943	8,833	1,389,675	1,465,284	42,928	48,640	67.0	3,363,893	1,603,636	492	..	61	11.0
	1942	8,888	1,307,229	1,370,283	54,871	42,386	63.4	2,904,069	1,315,306	418	20	89	16.9
Chi., Rock I. & Pac.†	1943	7,718	1,600,354	1,666,015	21,220	46,795	63.6	3,211,218	1,399,891	389	..	70	15.3
	1942	7,892	1,322,174	1,376,472	9,329	32,986	57.8	2,332,947	915,988	349	21	107	22.4
Denver & R. G. Wn.†	1943	2,405	489,367	566,334	85,393	16,303	69.7	1,083,613	526,399	184	3	32	14.6
	1942	2,422	423,289	479,805	60,328	11,726	64.9	850,378	382,032	153	13	23	12.2
Southern Pacific—Pac. Lines	1943	8,245	2,422,176	2,739,438	400,375	97,828	65.7	6,612,214	2,718,045	797	2	115	12.6
	1942	8,485	2,324,543	2,602,678	373,082	84,179	62.1	5,794,382	2,285,357	768	10	112	12.6
Union Pacific	1943	9,828	2,997,220	3,178,642	254,076	105,399	66.5	7,031,750	3,170,884	815	..	74	8.3
	1942	9,852	2,453,550	2,572,729	180,103	86,857	68.3	5,522,229	2,384,275	741	24	94	10.9
Southwestern Region:													
Mo.-Kans.-Texas Lines	1943	3,281	561,693	578,987	8,762	13,832	60.9	956,792	408,974	165	..	11	6.3
	1942	3,281	584,688	593,555	8,709	14,542	56.0	1,004,670	387,154	111	..	65	36.9
Missouri Pacific†	1943	7,071	1,778,672	1,887,494	50,731	58,971	64.0	4,073,802	1,832,858	483	1	67	12.2
	1942	7,104	1,734,570	1,786,251	36,908	56,043	61.5	3,860,158	1,660,449	478	6	45	8.5
Texas & Pacific	1943	1,886	436,145	436,145	8,090	13,755	67.3	926,738	407,826	110	18	9	6.6
	1942	1,887	363,641	363,641	3,389	10,521	57.7	771,319	285,353	98	25	42	25.5
St. Louis-San Francisco†	1943	4,634	1,045,829	1,161,254	23,523	26,113	66.0	1,748,942	803,231	326	..	26	7.4
	1942	4,731	970,505	1,017,855	20,858	22,097	58.6	1,549,716	629,513	316	..	25	7.3
St. Louis-San Fran. & Tex.	1943	159	33,495	35,529	35	504	70.5	33,000	14,763	11	..	..	....
	1942	159	34,554	35,457	30	489	53.7	35,648	12,991	12	..	1	7.7
St. Louis Southw. Lines†	1943	1,600	562,981	579,504	8,113	18,408	64.1	1,217,525	516,390	122	2	17	12.1
	1942	1,600	530,280	536,606	6,692	17,146	60.5	1,138,168	451,462	109	3	17	13.2
Texas & New Orleans	1943	4,339	1,180,808	1,190,942	34,924	31,496	64.3	2,171,933	939,921	249	2	21	7.7
	1942	4,400	945,187	945,354	15,732	25,794	63.7	1,731,742	718,943	224	9	22	8.6

* Report of receivers.
† Report of trustee or trustees.

Selected Items for the Month of May, 1943, Compared with May, 1942

Region, road, and year	Freight cars on line: Home	Foreign	Total	Per Cent B. O.	G.t.m. per train-hr. excl. locos. and tenders	G.t.m. per train-mi. excl. locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd. car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Coal lb. per 1000 g.t.m. inc. loco.	Mi. per loco. per day
New England Region:													
Boston & Albany.....1943	364	5,226	5,590	1.1	26,465	1,701	730	28.9	703	38.9	11,122	161	89.2
1942	453	6,388	6,841	0.2	30,478	1,903	770	28.7	800	49.2	14,850	138	128.1
Boston & Maine.....1943	2,458	9,783	12,241	2.5	35,876	2,312	1,053	30.5	1,154	57.7	7,430	95	97.8
1942	3,401	8,621	12,022	3.0	36,074	2,333	1,015	29.3	1,068	58.0	7,297	87	99.5
N. Y., New H. & Hartf.†...1943	4,136	20,958	25,094	2.3	34,368	2,337	1,035	28.3	712	38.1	9,547	95	93.3
1942	4,925	18,178	23,103	3.4	34,416	2,338	984	26.8	702	41.1	9,245	92	99.4
Great Lakes Region:													
Delaware & Hudson.....1943	6,895	5,000	11,895	2.8	47,469	2,854	1,512	38.3	1,553	61.1	19,544	103	67.7
1942	6,845	6,814	13,659	4.3	41,426	2,698	1,359	37.2	1,289	56.1	19,590	96	82.8
Del., Lack. & Western....1943	6,978	13,087	20,065	2.4	43,201	3,250	1,507	31.7	1,001	48.9	20,276	120	108.1
1942	8,176	9,542	17,718	2.6	45,724	2,855	1,322	31.3	880	43.1	16,103	111	86.6
Erie 1943	11,472	25,347	36,819	2.5	51,693	3,022	1,366	29.7	1,297	66.5	21,279	91	108.5
1942	13,224	23,674	36,898	2.6	51,449	3,023	1,296	28.0	1,047	57.3	17,170	87	92.8
Grand Trunk Western.....1943	2,604	7,582	10,186	3.1	43,299	2,078	897	30.2	857	47.2	8,567	86	126.8
1942	4,154	5,808	9,962	3.8	41,260	2,210	872	26.2	616	38.3	6,192	82	103.8
Lehigh Valley 1943	6,968	16,323	23,291	1.8	52,211	3,146	1,495	34.4	932	44.8	18,448	103	138.4
1942	8,500	17,492	25,992	1.4	50,040	3,012	1,419	33.3	800	38.6	15,716	100	106.1
New York Central.....1943	52,662	95,297	147,959	2.9	44,052	2,760	1,276	33.5	1,101	54.5	15,590	95	115.8
1942	67,128	75,333	142,461	4.8	44,766	2,728	1,216	32.6	982	52.0	13,749	89	108.8
New York, Chi. & St. L.....1943	3,812	13,548	17,360	2.0	47,309	2,543	1,157	30.6	1,821	91.9	19,073	84	159.1
1942	5,702	13,262	18,964	2.0	44,807	2,453	1,045	29.0	1,568	87.7	17,599	82	173.4
Pere Marquette 1943	3,811	7,770	11,581	3.2	38,291	2,190	1,036	32.6	1,300	61.3	7,696	87	104.5
1942	6,993	6,309	13,302	3.3	35,846	2,017	894	30.7	850	44.7	5,666	84	88.5
Pitts. & Lake Erie.....1943	3,992	7,925	11,917	3.6	53,344	3,962	2,427	52.6	589	16.4	31,972	77	71.9
1942	5,345	7,751	13,096	8.8	51,068	3,742	2,194	51.5	589	18.3	33,679	72	66.3
Wabash 1943	7,583	14,059	21,642	1.1	46,108	2,434	1,118	30.0	1,279	61.7	11,364	102	118.9
1942	10,114	12,714	22,828	0.8	46,157	2,349	992	28.0	1,116	62.9	10,491	99	115.6
Central Eastern Region:													
Baltimore & Ohio.....1943	42,373	52,000	94,373	2.5	32,261	2,529	1,239	36.2	1,050	47.1	16,332	137	105.5
1942	48,487	46,058	94,545	3.2	32,766	2,465	1,168	35.0	949	45.2	14,653	131	101.5
Central of New Jersey†.....1943	5,480	21,473	26,953	1.1	28,875	2,306	1,195	37.5	396	16.6	16,602	143	106.9
1942	7,760	19,095	26,855	2.0	31,734	2,584	1,314	38.7	404	17.6	16,001	119	101.4
Chicago & Eastern Ill.....1943	2,082	5,708	7,790	3.1	34,551	2,184	958	32.0	1,142	62.5	10,385	120	132.3
1942	2,769	2,938	5,707	4.2	31,977	1,761	797	30.7	854	43.7	5,195	121	95.8
Elgin, Joliet & Eastern.....1943	9,266	6,978	16,244	3.7	17,807	2,244	1,231	43.4	328	11.6	13,513	115	91.3
1942	8,497	6,777	15,274	4.3	18,705	2,190	1,134	40.8	338	13.4	13,607	120	88.9
Long Island 1943	13	4,112	4,125	0.4	6,902	840	386	36.9	113	5.6	1,210	288	51.6
1942	67	3,616	3,683	0.7	6,307	816	349	34.2	87	4.9	920	284	48.8
Pennsylvania System 1943	131,865	110,396	242,261	2.9	38,525	2,876	1,387	35.8	912	42.1	22,081	115	108.9
1942	153,913	96,966	250,879	3.7	39,471	2,800	1,313	34.6	822	39.8	20,881	106	107.4
Reading 1943	11,642	24,559	36,201	1.9	31,594	2,509	1,342	40.5	708	27.9	18,678	117	86.8
1942	18,471	21,102	39,573	5.0	31,278	2,460	1,273	40.6	635	26.1	18,158	114	88.8
Pocahontas Region:													
Chesapeake & Ohio.....1943	34,136	16,311	50,447	1.5	58,107	4,067	2,318	49.6	1,591	56.3	26,630	70	85.7
1942	42,917	15,548	58,465	1.1	60,219	4,069	2,259	48.3	1,456	54.0	27,428	66	94.3
Norfolk & Western.....1943	31,456	7,006	38,462	2.3	61,845	3,977	2,170	48.9	1,466	53.0	27,092	87	98.7
1942	33,665	6,188	39,853	2.7	63,675	4,049	2,211	48.4	1,432	52.0	26,791	81	96.1
Southern Region:													
Atlantic Coast Line.....1943	9,742	21,271	31,013	3.0	31,148	1,877	811	29.4	952	52.9	6,002	102	102.8
1942	11,486	15,908	27,394	4.6	29,553	1,709	690	26.5	913	56.8	4,814	101	105.3
Central of Georgia†.....1943	2,820	6,093	8,913	1.1	28,895	1,565	735	30.8	930	42.1	4,635	117	110.5
1942	3,528	5,276	8,804	.9	26,874	1,464	640	27.9	729	38.3	3,454	112	90.3
Gulf, Mobile & Ohio.....1943	2,773	7,448	10,221	.8	38,838	2,176	1,059	33.2	1,334	59.4	6,697	111	130.7
1942	3,094	6,602	9,696	1.4	40,847	2,223	1,032	29.2	1,138	55.5	5,681	105	123.0
Illinois Central (incl. 1943	19,716	34,955	54,671	.8	43,675	2,797	1,299	33.4	1,549	75.9	12,677	106	100.0
Yazoo & Miss. Vy).....1942	26,183	25,854	52,037	1.2	39,449	2,460	1,092	31.6	1,252	66.7	10,374	107	95.5
Louisville & Nashville.....1943	30,885	20,530	51,415	2.0	28,171	1,854	901	36.2	1,036	47.2	10,607	115	134.5
1942	35,826	19,039	54,865	2.2	27,779	1,872	903	35.7	937	43.6	10,281	117	135.3
Seaboard Air Line*.....1943	7,960	18,039	25,999	1.6	30,075	1,866	813	29.7	1,003	51.6	6,357	114	123.8
1942	10,303	16,310	26,613	1.9	30,421	1,860	801	29.1	1,008	54.0	5,951	112	128.8
Southern 1943	16,989	28,377	45,366	1.9	25,532	1,451	673	30.7	1,074	52.0	7,615	137	119.4
1942	19,236	30,641	49,877	2.3	24,471	1,434	626	28.4	909	50.4	6,656	136	111.7
Northwestern Region:													
Chi. & North Western†.....1943	22,873	25,138	48,011	3.8	34,876	2,268	1,060	32.5	689	32.4	4,245	118	76.7
1942	30,296	18,796	49,092	4.2	33,741	2,220	936	28.5	570	31.0	3,506	111	67.3
Chicago Great Western.....1943	1,466	3,707	5,173	2.0	37,392	2,073	930	30.8	1,606	78.1	6,058	119	130.0
1942	2,145	3,320	5,465	1.7	35,725	1,949	784	26.5	1,269	74.3	4,859	114	114.9
Chi., Milw., St. P. & Pac.†..1943	28,677	24,239	52,916	1.3	36,050	2,226	1,059	32.3	1,007	46.1	4,957	119	98.5
1942	38,101	19,857	57,958	1.1	35,447	2,183	1,000	31.3	797	39.4	4,263	110	87.5
Chi., St. P., Minneap. & Om..1943	1,152	6,069	7,221	9.0	25,627	1,794	815	31.1	687	33.0	3,185	111	55.1
1942	1,953	6,295	8,248	5.2	22,554	1,676	732	29.5	655	34.6	3,284	106	65.5
Duluth, Missabe & I. R.....1943	14,626	312	14,938	1.9	84,297	5,021	3,065	56.1	1,005	35.1	27,486	58	91.7
1942	12,889	458	13,347	2.6	81,662	4,958	2,995	53.2	1,208	44.5	29,912	58	115.0
Great Northern 1943	28,844	17,662	46,506	2.2	46,781	2,941	1,540	38.0	1,202	45.4	7,153	87	89.6
1942	32,239	11,844	44,083	2.6	45,825	2,882	1,428	37.5	1,117	47.6	6,260	84	78.9
Minn., St. P. & S. St. M.†..1943	8,249	4,887	13,136	4.1	32,360	1,828	881	33.3	896	40.7	2,783	90	102.3
1942	10,790	4,867	15,657	3.2	30,644	1,783	817	31.5	767	38.4	2,738	90	107.6
Northern Pacific 1943	22,872	12,597	35,469	3.0	42,872	2,702	1,381	34.3	1,187	47.3	6,455	128	86.1
1942	26,914	8,228	35,142	4.5	40,319	2,488	1,212	31.7	924	40.4	4,973	121	76.6
Central Western Region:													
Alton† 1943	1,131	6,953	8,084	2.7	39,887	1,906	934	32.9	1,043	45.5	9,124	123	128.8
1942	1,178	6,165	7,343	4.6	42,828	1,793	693	26.8	830	50.5	6,677	132	142.0
Atch., Top. & S. Fe. (incl. 1943	53,873	43,804	97,677	3.1	39,493	2,504	925	27.5	969	55.2	7,151	115	136.0
G. C. & S. F. & P. & S. F.).1942	62,593	28,059	90,652	3.9	42,079	2,191	777	25.5	908	61.8	5,953	112	136.4
Chi., Burl. & Quincy 1943	17,022	23,717	40,739	2.1	39,537	2,438	1,162	33.0	1,295	58.6	5,856	102	92.9
1942	24,019	15,773	39,792	3.1	38,696	2,232	1,011	31.0	1,070	54.4	4,774	103	90.8
Chi., Rock I. & Pac.†.....1943	11,846	20,909	32,755	5.7	34,784	2,019	880	29.9	1,355	71.3	5,851	110	122.2
1942	17,228	15,151	32,379	4.1	33,597	1,771	695	27.8	928	57.8	3,744	110	99.1
Denver & R. G. Wn.†.....1943	8,491	9,091	17,582	3.3	29,955	2,245	1,090	32.3	964	42.8	7,061	171	102.0
1942	9,603	4,323	13,926	3.3	32,812	2,019	907	32.6	862	40.8	5,088	163	97.0
Southern Pacific—Pac. Lines.1943	26,369	56,388	82,757	2.3	38,543	2,745	1,128	27.8	1,060	58.1	10,634	97	114.5
1942	28,027	41,994	70,021	2.5	36,279	2,514	992	27.1	1,028	61.0	8,688	102	111.3
Union Pacific 1943	32,356	36,772	69,128	2.5	44,341	2,368	1,068	30.1	1,451	72.5	10,408	123	128.3
1942	38,269	27,789	66,058	6.5	45,844	2,268	979	27.5	1,176	62.8	7,807	120	106.6
Southwestern Region:													
Mo.-Kans.-Texas Lines.....1943	2,803	9,307	12,110	.9	28,022	1,718	734	29.6	1,057	58.7	4,021	91	114.8
1942	4,315	8,185	12,500	3.0	32,766	1,724	664	26.6	964	64.6	3,806	85	119.7
Missouri Pacific†.....1943	11,104	37,404	48,508	.9	37,288	2,309	1,039	31.1	1,240	62.3	8,362	105	119.5
1942	16,586	26,882	43,468	1.1	38,269	2,233	961	29.6	1,265	69.4	7,540	103	120.4
Texas & Pacific.....1943	1,876	6,563	8,439	1.3	40,559	2,182	960	29.6	1,574	78.8	6,975	88	110.5
1942	3,003	5,887	8,890	1.8	40,447	2,131	788	27.1	1,092	69.7	4,878	88	75.3
St. Louis-San Francisco†....1943	9,307	15,474	24,781	2.4	30,277	1,692	777	30.8	1,205	59.3	5,591	130	112.7
1942	12,554	9,077	21,631	3.0	32,242	1,606	652	28.5	980	58.7	4,292	117	102.5
St. Louis-San Fran. & Tex...1943	....	324	324	11.1	18,242	1,000	447	29.3	1,631	79.0	2,995	124	101.7
1942	....	400	400	7.0	18,822	1,034	377	26.6	930	65.2	2,636	130	98.0
St. Louis Southw. Lines†....1943	1,442	9,074	10,516	1.1	31,931	2,177	923	28.1	1,768	98.3	10,411	83	138.8
1942	2,241	7,167	9,408	1.3	36,137	2,160	857	26.3	1,737	109.0	9,102	76	144.2
Texas & New Orleans.....1943	4,380	21,610	25,990	2.3	32,573	1,865	807	29.8	1,207	62.9	6,988	85	148.5
1942	4,581	19,006	23,587	1.8	34,526	1,848	767	27.9	1,078	60.7	5,271	80	126.6

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

DON'T BE PENNY-WISE AND TON-FOOLISH ABOUT SCRAP!

IT'S easy to salve your salvage conscience by turning in the junk you'd been meaning to get rid of. *But this is not enough!* To end the shortage of heavy steel scrap you've got to dig deeper. Mills are going to need about 26,000,000 tons of purchased scrap this year! To make sure that the men we've sent to war will have the weapons they need, you've got to get rid of every piece of idle "slacker" metal in your plant. Don't hang on to something, just because you may need it some time next year or after the war. Sell it — either as scrap or as second hand equipment.

RUN YOUR SCRAP PROGRAM ACCORDING TO THIS RULE:

If it hasn't been used for three months, and if some one can't prove that it's going to be used in the next three—sell it—or scrap it! Scrap and used equipment dealers pay well for usable machinery and materials.

CAN'T GET ENOUGH COPPER

Shortest of all is copper, and officials say this critical shortage will continue for the duration. Copper refineries are not operating at full capacity . . . when they should be running wide open! Who knows how long that one scarcity may delay the final big push?

So round up that copper scrap. Brass and bronze, too. And here's a tip — don't throw it all helter-skelter on one pile. It takes too long to sort, and in addition, you're likely to get a price equal to the lowest grade in the pile. Don't just separate different metals . . . it's to your advantage to *segregate* them by alloys, if you possibly can.

DEDUCT VALUE FROM YOUR INCOME TAX

Remember . . . if the item you scrap still appears on your books, it can be deducted. Otherwise it cannot. This is a matter for your accountant or attorney to decide. Even if not deductible, don't hoard it. For used machinery especially there's a big and continuing demand. *Somebody needs it — badly!*

It all boils down to this . . . if you hang on to tons of good steel . . . if you refuse to part with useless machinery . . . you're being a scrap slacker!

You're putting pennies before patriotism and making it just that much harder for us to win the war.

GET TOUGH AND CLEAN UP

Make your scrap program a continuous effort. Put a go-getter in charge of it . . . somebody with real authority. Have him go through the plant at regular intervals with a piece of chalk or can of paint and mark what's to go. Whether it's junk or useable equipment, you'll get a fair price for it. And you'll get the warm feeling of having done something *extra* for victory!

BUSINESS PRESS INDUSTRIAL SCRAP COMMITTEE

ROOM 1310, 50 ROCKEFELLER PLAZA, N. Y. C.

If you have done a successful salvage job at your plant, send details and pictures to this magazine.

SEND FOR PRIMER OF INDUSTRIAL SCRAP TO HELP YOU TACKLE THE SALVAGE PROBLEM

B. A. No. 6

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Please send a "Primer of Industrial Scrap" to

Your name _____

Company name _____

Company address _____